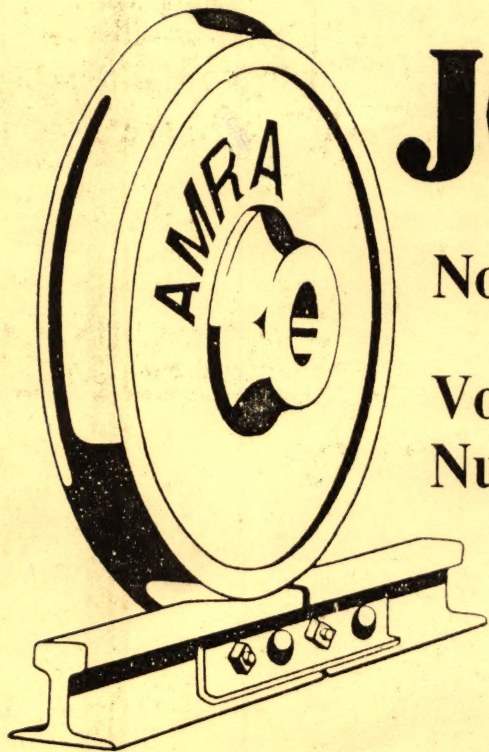


Australian Model Railway Association



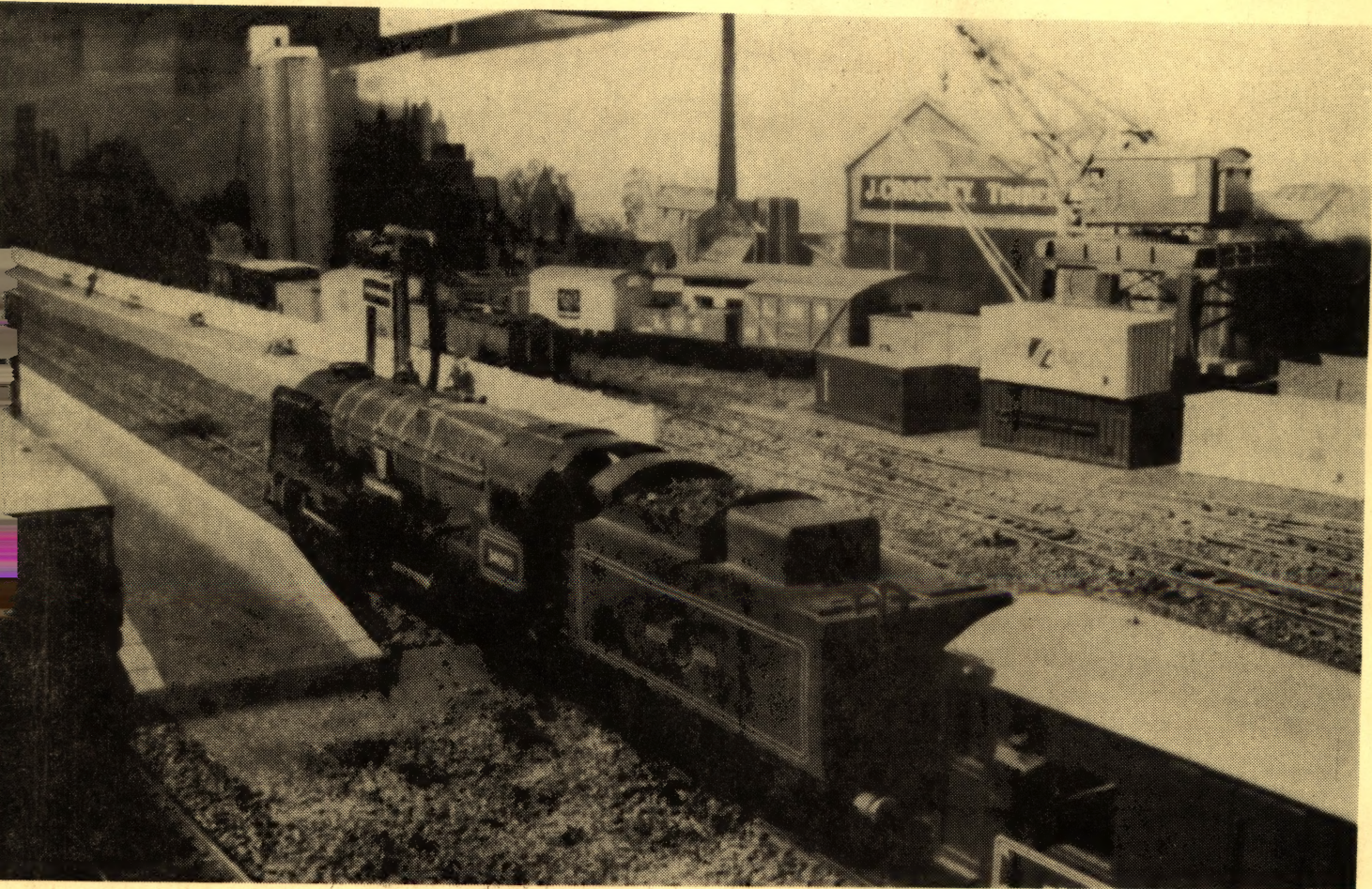
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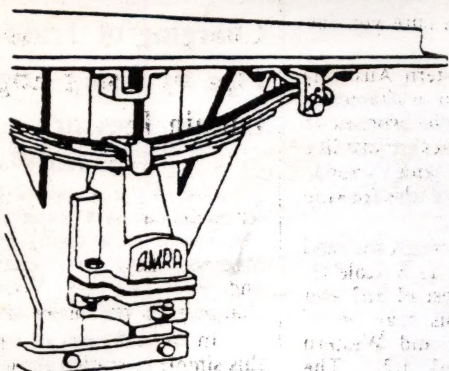
THE ENGINE SHED

5

5 CARRINGTON ROAD
BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES

The advertisement is a black and white illustration featuring a central logo for 'THE ENGINE SHED'. The logo is a dark, arched shape with a white border, containing the text 'THE ENGINE SHED' in a large, bold, serif font, followed by a large, stylized number '5' with decorative flourishes. Below the '5' is the address '5 CARRINGTON ROAD' and 'BOX HILL 3128', and at the bottom of the arch is the phrase 'MODEL RAILWAY EQUIPMENT FOR ALL AGES'. Above the logo, a banner displays the telephone number 'Telephone 890 7027'. The entire advertisement is surrounded by numerous detailed illustrations of model trains and railway equipment. At the top, a long passenger train with a locomotive and several passenger cars is shown. Below it, a smaller steam locomotive is depicted. To the right, another steam locomotive is shown. In the center, a large steam locomotive is pulling a long passenger car. To the right of this, a smaller steam locomotive is shown. Below the central locomotive, a steam locomotive is shown pulling a long passenger car. To the right of this, a steam locomotive is shown. At the bottom, a steam locomotive is shown pulling a long passenger car. To the right of this, a steam locomotive is shown. The illustrations are detailed and show various types of trains, including passenger trains, freight trains, and steam locomotives. The background of the advertisement is a light color, and the illustrations are in a dark, woodcut style.



Editorial JOURNAL BOX

As this is the last Editorial for this year, I have looked back on the other five to gain some inspiration. Time has beaten me on the G gauge model trams. Neither is completely finished, so the promised photos in the July/August issue are not available yet.

The Flying Scotsman trip to Alice Springs and back to Sydney was an unforgettable experience. Today I received the official video of the trip, and I must congratulate Image East of Sydney on their magnificent film. Running through Victoria, New South Wales, South Australia and Northern Territory, the Scotsman scarcely missed a beat - not even with the extra 200 tonnes of diesel (dead), crew quarters, crew sleeper and generating set (for air conditioning the above), it hauled up the ruling 1 in 100 grade from Port Augusta to Alice Springs.

Moving round the exhibitions in Melbourne, Sydney, Adelaide and Sunbury during the year, I heard the same comments - 'I couldn't do anything like that', and 'what wonderful models, but I couldn't compete with them'. Do you think it might be time to include more of what Joe Blow from off the streets might be able to relate to? At the Melbourne Exhibition one group (over the four days) showed how to construct a small layout. In Sydney one stand showed what could be done with Lego blocks, while another showed how toy trains could be combined with nursery rhymes, while in Adelaide the Protofour group ran their trains above an open 'egg crate' base. At all shows, many people seemed to gravitate to the 'scratchbuilding' stand.

Perhaps the exhibition organisers could rack their brains to show more facets of our hobby in the hope of attracting more Joe Blows to our ranks and to let it appear that MODEL RAILWAYS ARE FUN.

Christmas greetings to all from the Federal Committee and Editorial staff.

Rex Little

Notice

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From the Managing Editor

Again, I find that I am running late for this issue. The last was delayed, firstly because my employer sent me away for ten days and then our printer broke down and took a few days to repair. Another problem was a fault in the plate maker that caused a fade out down the right hand side of the odd numbered pages. This problem has now been fixed (hopefully!).

While I was away, I had the opportunity to spend an enjoyable hour or so at Frankfurt Station. I can now see why Ernie Radatz is so keen on the European scene. In the hour between 1pm and 2pm there were about forty train movements plus much shunting activity. Frankfurt is a

Continued page 146

On the Cover

This is a scene from Stuart Westerman's Mousehaven Railway on the occasion of the railway's 25th anniversary in November 1989.

Photo Roger Lloyd

Continued from page 145

dead-end station at the end of a wye and many trains arrive, have the loco detached, a new loco placed on the rear (now the front) and the train then continues after only about ten minutes, with many of the passengers remaining on board. The shunting was done at a pace which I'm sure would have our railway union leaders up in arms! A fascinating place.

Back onto Journal, I received comments from Ted Thoday and Paul Kehoe generally expressing favourable comments while pointing out some problems that still need further rectification. Thank you for your comments, they are appreciated. Another comment I received was that the typeface was a little heavy. I will try a lighter typeface in the next issue.

Last time, I mentioned the deterioration in the logo as used in Journal for the last ten years or more. We have had the original logo reproduced with the letters "AMRA" added (they were not in the original logo as drawn by Rick Richardson

back on 4 June 1951). I am sure you can spot the difference!

Congratulations to Western Australia Branch on moving into their own clubrooms. Of course, now they have the worries of insurance, electricity, gas, rates etc just like us lucky so and so's in NSW and Victoria. I now see that Queensland are also looking to jump on the bandwagon.

I received a brochure through the mail on a new magazine devoted to S scale (3/16), claiming to be "the finest of Sn3 and S standard". I thought this may be of interest to our Queensland and Western Australian modellers in Sn3 1/2. The magazine is called '3/16 "S"cale Railroad-ing' and their address is 1446 Fremont Ave, Los Altos, CA 94024 USA. A year's subscription is US\$32.50.

I am planning to write some constructional articles soon but I seem to be running out of time. Any help in this type of article for future issued would certainly be appreciated as would small filler 'hints and tips' to fill those small spare spaces.

Roger Lloyd

The Secretary's Desk

Now that NSW is 'inc-ed', all AMRA Branches are incorporated. Behind that bare fact lies much 'blood, sweat and tears', like in many hours, much application and a lot of frustration by, in each case, a handful of members. AMRA and all its members benefit from such accomplishment. Looking at Barry Keens (WA) Building Report, one can imagine the physical effort involved, but how about the behind the scenes paperwork. Each Branch has given the public a good eyeful of variety at its exhibition. How much arranging did this take? The Journal you are now reading didn't come to you at the price you paid (in your subs) because some 'sugar daddy' has to unload his wallet. AMRA - that's you the member - gains from Vic Branch Print time and effort, plus their machinery. All this could be put in the special or one off basket. So how about the routine or regular programs. Add it all up and it

appears that AMRA members are doing a lot for AMRA and the hobby. Or should that read - some AMRA members are doing a heck of a lot for AMRA and the hobby. Are you concerned about what is being done?

It's early October and the Registrar's Sheriff has a warrant out for over 300 members who haven't renewed their membership. Of course, it will be a few weeks before the November COM meeting, may be that figure will be lower - by over 300?

By the time you are reading this, the Federal AGM will be over, and the 1990 COM known. Thank you for all the nominations received.

Enjoy your membership next year!

Harry Gibson

FEDERAL SECRETARY

Charging of Train Brake Pipe by Using Engine Revs to Obtain Pressure : Part 4

by Ted Ward

One of the scenarios commonly noted on model railways is the attaching of head end power to a train, a check that the couplings have interlocked, throttle open and away we go. Whoa, what about charging up the brake line first?

In the interests of operating realism, this simple operation should be carried out. Briefly, it entails pumping up the whole of the air brake system on a train to full operating pressure so as to release the brakes from full-on. When there is no pressure in the train line, the air brakes are applied, consequently the line must be fully charged before that train can go anywhere.

The longer a train is, the more train line, air reservoirs, triple valves, etc, there are to be charged, so longer trains will take longer to charge up than short ones. In model form, longer time can be spent 'charging up' longer trains than short ones, although it is felt that a token few seconds to charge any model train this observer has ever seen would suffice. The important thing is to give some acknowledgement of the charging operation, i.e. don't just couple up and shuffle off. Assigning a few seconds to this simple operation every time an engine is coupled up to a train will add extra realism to your operations without any extra expense.

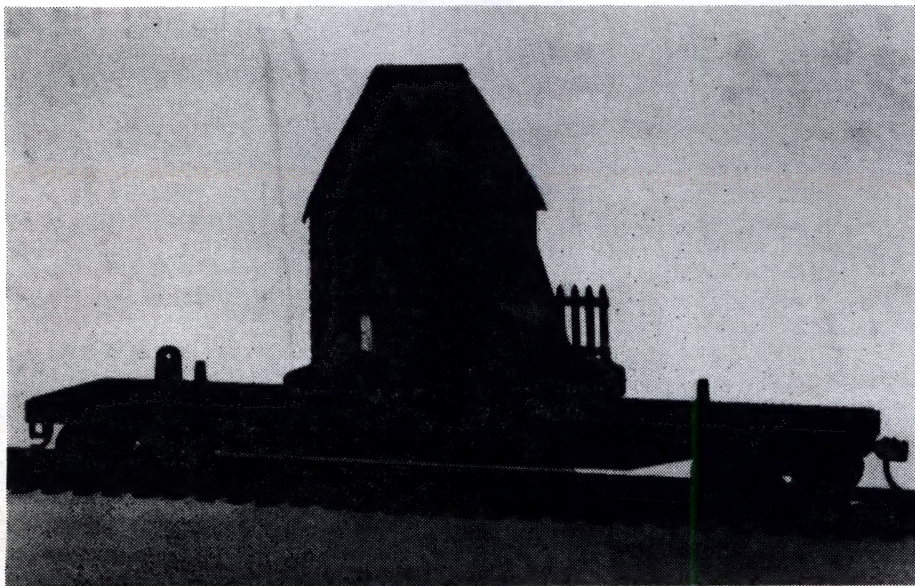
To enhance brake pipe charging on your layout, a little more information on the subject may be of interest.

When initially charging the brake pipe of a train, the driver should ascertain if the IDLE/LOW idle speed rate of the engine or engines will allow the brake pipe to be fully charged within the time limitations involved.

If these requirements can be made in this way, then there is no need to rev the engine/s to work the compressor/s at a faster rate to pump air.

If IDLING/LOW idle speed is not enough to meet these requirements, the driver may advance the throttle to Notch 5 maximum, for 3-5 minutes only, but if any lesser notch setting produces the desired pressure, then the driver should use this lesser setting.

Once the main reservoir pressure reaches 700/770 kPa, the throttle is then to be reduced to idle position - an unloaded compressor only wastes fuel. All unnecessary revving of the engine to pump air is wasteful.



I was always amused by the official name of the NSW dogbox type cars of 'Express Lavatory'. This tongue in cheek model represents to my mind what the name conjures up!

Roger Lloyd

Wiring for Operation

By Steve Chapman

For many people wiring is the most complicated part of building a model railway. With most other aspects of model railways, it is possible to find a set of step by step instructions on how to do it; this does not seem to be the case with the wiring side of things. The most obvious reason that I can think of for this is the fact that different people, even though they may have developed a layout having the same track plan, will have totally different ideas of how they intend to operate the model railway once it is built, and wiring is to a large extent dependent on the type of operation that is intended.

Wiring of a model railway can be broken down into two parts. The first part of wiring a layout is dependent on the type of turnouts to be used and the track formation. This part of the wiring can be determined using a formula. Live frog turnouts impose the greatest restriction on where rail breaks and track feeds must be and either switched or permanently wired dead frog turnouts may be wired to the same formula with the added advantage of being able to replace turnouts when required with ones of another type without having to rewire the layout. The rule to follow here is that all turnouts should have power fed to them from the toe end. To do this, carry out the following steps.

1 Put in a rail break wherever two turnout frogs face toward one another (figure 1).

2 Put in a track feed wherever two turnout toes face toward one another (figure 2).

3 If all turnouts face the same way, then put a rail break at the frog end of one of them and a track feed at the toe end of the next (figure 3).

This covers the wiring necessary to be able to run a train on a layout using live frog turnouts without getting short circuits and works equally well for other types of turnouts. There are, however, a number of problems with this amount of wiring.

1 When two turnouts have their frogs immediately next to one another, there is only one place for the rail break to go, but where should it be put when they are further apart? (Figure 4 - question marks indicate some of the places where a rail break could go.)

2 You may want to run more than one train (assuming that your track plan allows for it) on a piece of track that has ended up as one big section or hold a locomotive somewhere that would otherwise upset your intended operation. (Figure 5 - question mark indicating optional rail breaks and optional feeds shown dotted.)

This is where the other part of model railway wiring comes in. This part of wiring cannot be reduced to quite such a straightforward formula because the requirements can be completely different, even for two people wiring the exact same track plan.

The key to this part of model railway wiring is the intended use to which the piece of track is to be put when OPERATING the layout. No hard and fast rules are therefore possible when you reach this stage in designing the wiring for your layout. Some simple guidelines and examples of how to wire specific track formations in order to achieve particular types of operating potential can hopefully give some idea of how to go about this process remember-

ing, of course, that it is very easy to bridge a rail break or to add or remove a track feed if you find out that you haven't quite got it right.

Let us consider the track formation shown in figure 4. There are a number of situations where a formation like this could occur.

One possibility is on a single track line at a station where we have a passing loop so that trains travelling in opposite directions can pass one another. We will assume that the trains will always take the left hand track through the station (swap the wiring for the two tracks over for right hand running). If we have trains approaching the station from both directions at the same time, then what wiring do we need to cater for this? In fact all we need is the rail breaks that need to be placed between the two turnouts anyway to be properly positioned so that (with the turnouts correctly set for the approaching trains) the trains can run straight into the station and be stopped before over-running and perhaps colliding with the other train. The rail breaks in this case need to be set back enough distance from the turnouts to allow a locomotive to run right across the gap and come to a stop before fouling the turnout (see figure 6). This distance will usually be the length of the longest locomotive that will be running ON THIS SECTION OF THE LAYOUT, plus a couple of inches or so. Once both trains have arrived, then the turnouts at both ends can be reversed, the sections at each end swapped to the opposite controllers and the trains can continue their journey.

Another possibility for this type of track formation (perhaps with more than one loop) is when you have a loop off of your mainline. This could be a goods loop, a passenger loop through a platform, or as storage tracks through a fiddle yard. In each of these cases the trains using each of the loops will be travelling in the same direction. Either a train will pull into one loop and another train will pull out of another loop or one train will go straight through past a train waiting in the loop. Again all we need is to have the one set of rail breaks in each loop to achieve the desired operating potential. This time the rail breaks will all be at the one end of the loops (see figure 7) because all of the trains will have their locomotives (and presumably their power pickups) at that end of the trains. As in the previous example, the rail breaks should be set back far enough for a locomotive to cross the gap and still be clear of the turnout. With this arrangement it is not necessary to wait for one train to finish pulling into a loop before being able to reset the turnout(s) at the departure end and start a train from another loop on its way.

Loops of one sort or another appear in many places on a railway and one of those places could be a single track terminus. Here we have a loop used for yet another different purpose. If we only have a platform against one side of the loop (as is likely), then the loop itself will only be used to release locomotives so that they can get from one end of the train to the other. In this situation the break on the track nearest the platform should still be towards

Figure 1.

Figure 2.

Figure 3.

the end that the locomotive will be at when the train pulls in, but since there is no reason why the locomotive can not run right up to the end of the track, there is no reason for setting the railbreak back from the turnout and it can be right up against the turnout without affecting operation in any way. There are now two possibilities, either a new locomotive will arrive and be attached to the other end of the train to take it out the other way (in which case there is no problem since the first locomotive is effectively isolated at the end of the line), or the original locomotive will be required to run around its train by using the loop so as to pull the train back out in the other direction. This second case is the reason for the loops existence and we find that the position of the rail break on this track does not affect our ability to operate in the desired way and that the rail break can therefore be placed anywhere on the loop. Figure 8 shows the break in the centre of the loop.

The situation is, of course, changed if we have sidings (or whatever else that requires turnouts similarly placed) coming off of our loop. Let us consider the situation from figure 8 again, but this time place a couple of sidings off of the loop at the departure end (see figure 9). Now we have a crossover between the two lines and the rail break that could have gone anywhere on the loop must now be placed in a fixed position (marked A). This would be the only change required were it not for the fact that we now have another use for the loop line from an operational viewpoint. We now wish to be able to shunt the sidings using the loop line while at the same time allowing a passenger train to arrive in the platform. The arriving passenger train requires that both of the turnouts on the line next to the platform be set for a straight through run. Unless we make a further alteration to the wiring, then we will find that this cuts off the power supply to the loop. The solution is to install another rail break (B) and associated feed so as to be able to operate the loop line independently. Note that adding extra breaks, along with the extra feed points that this requires, will not stop any moves that were previously possible from still being able to be made.

Wiring for loops which are intended to be two directional is slightly different from the above situations. In figure 10 we have two loops between the main through tracks which we intend to use to hold trains which may arrive and leave in either direction. The main lines themselves do, of course, form loops, but they are intended to be used in one direction and are therefore handled in the same way as described above. The central loops (when there are at least two) may be required to cater for an arriving or departing train in either direction. The key to solving this situation is to consider one direction at a time and position rail breaks as required to operate trains first in one direction and then in the other. Once we have done this, we find that we have a section of track in the middle of each loop which has been isolated from each end by the rail breaks that we have inserted. Additional feeds to these sections of track are therefore required and should be connected via a switch on the control panel to the same controller that the section of track at the arrival end of the loop is connected to.

Another consideration in wiring your layout for operation is the holding of

locomotives. Consider each position where you may require a locomotive to be held. Examine where the feed is that is supplying power to that section of track and the direction that turnouts (if there are any between the position that you are considering and the feed) would have to be set to so as to isolate that piece of track. If

setting turnouts in the required direction or switching off that feed would have an impact on any other operational move that you require to be able to make while holding a locomotive at the required position then you will need to install another rail break in an appropriate location between the position that you want

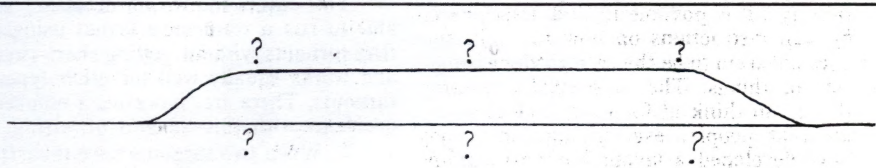


Figure 4.

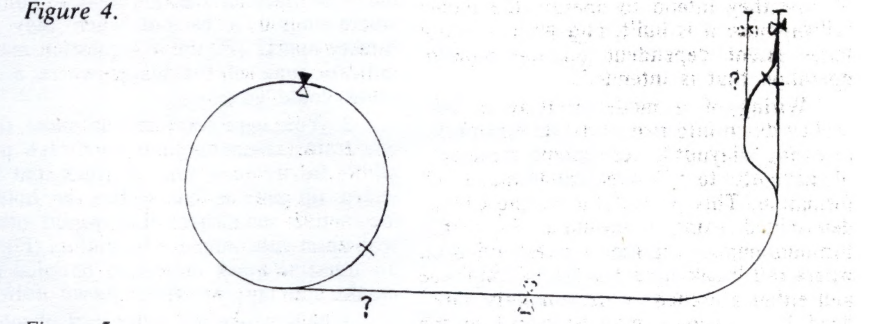


Figure 5.

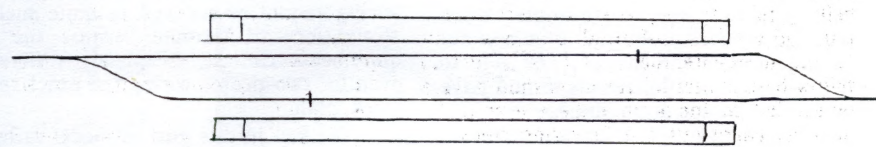


Figure 6.

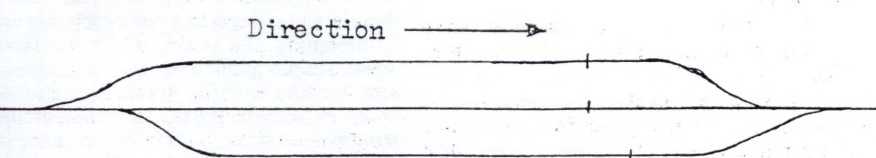


Figure 7.

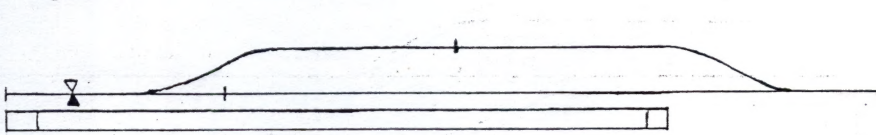


Figure 8.

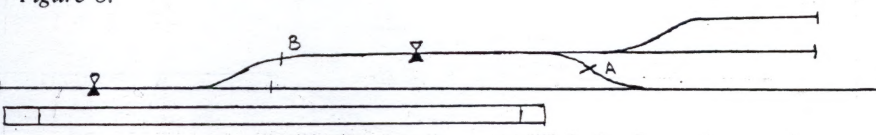


Figure 9.

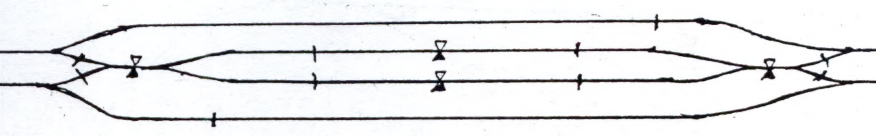


Figure 10.

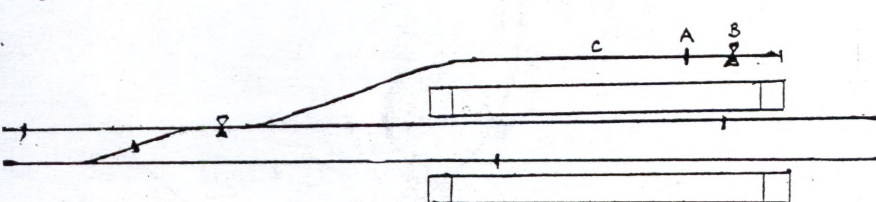


Figure 11.

to hold the locomotive and the turnout or section of track where the other move is to take place. The section of track thus isolated can then be given its own feed which is connected via an on/off switch on the control panel to the section of which it was previously a part.

An example of this is shown in figure 11. Here we have a terminating track at a station. We intend to operate this track by running a train into the track, uncoupling the locomotive and isolating it at the end of the line, and then coupling another locomotive to the other end of the train so as to take the train back in the other direction. An additional railbreak is required at (A) because without it we would end up with both of the locomotives in the same section of track. The additional feed at (B) can be powered from (C) via an on/off switch on the panel so that the locomotive that delivered the train can depart once the turnout feeding the siding has been set appropriately.

Although the above descriptions deal with how to wire specific track formations for specific operating requirements, almost all of the track formations and operational requirements that you will have can be dealt with by considering them in the way described. Do not just copy the way that a particular track formation is wired, even if it matches your formation exactly. Stop and consider your operating requirements, you may need more sections, or may be able to manage with fewer.

When planning the wiring of your layout, you might like to consider using the following steps.

1 Draw in all breaks and feeds required in situations shown in figures 1, 2 and 3.

2 Where the exact positioning of a break is in doubt, consider the operational requirements of the piece of track. Work through each required move one after the other marking in where the break needs to be when making that move. If you end up with more than one position for the break, then insert another feed between them.

3 Consider any long sections of track which are fed via a turnout. Is the restriction of only being able to run on this section of track when the turnout is appropriately set, a satisfactory situation? If not, then install another break and feed in the desired place.

4 Consider any really long sections of track. Are they long enough to have two trains both running in that section? Will you ever want to have two trains running in that section? If so, install extra breaks and feeds at appropriate distances.

5 Check the breaks that you have marked in steps 2, 3 and 4. When a locomotive overruns the break, will it foul another track which may be in use at the same time? If so, then move it back an appropriate distance (check the length of your longest locomotive).

6 Look at each position where you require a locomotive to be held and insert additional breaks and feeds if appropriate.

7 Once you have finished designing the wiring for your layout, double check it. Consider every combination of moves that you wish to be able to make at the same time. Are there any situations where two moves require to use the same section at the same time? If so, then an extra rail break and feed will be required to break it into two sections (of course if the two moves require the same physical piece of track, then they can not occur at the same time unless you redesign your track plan).

8 Reconsider those moves that you discarded as not being required. Would a simple modification to the wiring permit one or more of those moves to be made? Make any straightforward changes because you never know when you might want to make a move that you don't consider to be necessary right now.

And what happens if you find that you want to make a move that your wiring doesn't cater for? This is bound to happen occasionally and it is usually possible to find a way around it, although other trains might have to stop while the move is made (even though their line appears to be clear). If you find that it is happening frequently, then reconsider the above steps and install the additional breaks and feeds. Wiring changes are easy to do even on a completed layout.

Do It Your Way to Suit Your Ideas

By A. W. McDonald

Once bitten by the 'railway bug', few victims seldom recover. The bite usually occurs at an early age, and the resulting disease inevitably intensifies as time progresses.

The victims develop various points of view which put them on course for the various aspects of the 'Railway World', such as train watching, maintenance of history, restoration, or collecting memorabilia. Perhaps working with the real thing, or model making. None of these types experience much by way of frustration, except the modeller of trains and railways, be they anything from Z gauge to live steam.

When we finally get to the stage of putting fantasy into reality, after being delayed due to circumstances such as education for the children or whatever, we get the green light from the 'Board of Control', and we start on transferring the plans so well formulated in our mind into something more tangible - the layout to end all layouts.

With so much thought having already been given to such things as availability of space, projected expenditure, scale, gauge, prototype, and other lesser complications - Kadees, weathering, outline to mention but a few - we now appear to have developed a fairly rigid approach to the main concerns, the lesser concerns set aside for future action. So, away we go, and in due course we are at the bit where the first loco to grace the layout gets to do its stuff. But before this, there has already been some easing of the rigid attitude of earlier times, and the determination to have everything 100% correct is weakening. Some things just didn't go as planned with the track-work. Never mind if that curve finished up

tighter than you hoped for, it's still pretty close. But that was just the start of problems.

The gauge and scale I chose to be involved with was N 9 mm at a scale of 1 to 148, and some at 1 to 160. Applied to gauge, these scales define in real life to a standard gauge of minus 68 mm to plus 5 mm. Is the so-called Standard Gauge 1435 mm anyway? No. In some countries it is a few millimetres more. Other observations of models compared with prototype took me further down the track towards extreme flexibility of attitude. Couplings like RAPIDO in real life, or those on a friend's Hornby on the real thing? Heaps of discrepancies whatever the scale.

A check of scale of some rolling stock ensued. Some at 1 to 148, some at 1 to 160. Must be, I decided, because loading gauges vary from country to country, hence some items manufactured in Europe were 1 to 148 according to their load gauge which was larger than the British. But no, that could not be the reason, since the items in question were of British prototype. And how come that a certain brand of a supposedly Australian type petrol wagon labelled 'Golden Fleece' looked so European, and under a magnifying glass revealed weight, etc, inscriptions in Italian? And why did some manufacturers turn out coaches on Continental prototypes at 1 to 160 with a length overall of 165 mm while others, based on the same prototypes, were 25 mm shorter? Then, as I began to gather some rolling stock of American type, should it not have been slightly larger than the others; the American Load Gauge being larger than the British and the European?

Likewise, a check on other details made real life vehicle spacing to be about 2000 mm, wheel tyres up to 300 mm. Then, further checking on the real thing shows British A1s converted to A3s, some fitted with Kylechaps chimneys or 'Witte' smoke deflectors, 36s of NSW with round boilers or Belpaire fire boxes, and all sorts of alterations and modifications to all sorts of locos world-wide; leads me to conclude that it may be a bit difficult to find a so-called prototype that is common to that particular class. So, with my purist ideas falling apart at the seams, my attitude towards 'prototypical' became more of a philosophic nature, and I now have no qualms about accepting buildings which are of 'Faller Country' origin, being in place on what is basically an 'American scene' layout. After all, manufacturers spend time and money to design and produce (and make a profit) a reasonable facsimile at as sensible a price as possible, not for me to spend my time rivet counting or griping, but to get on with what can be an enjoyable hobby.

The perfectionists still around who indulge in rivet counting, or offering destructive criticism, are thankfully a rare commodity. Extreme flexibility appears to be the attitude of most people. This was brought home to me at the May 1989 AMRA Queensland Exhibition where I spent some time at the 9 m x 2.5 m layout exhibited by John Lees. Over the weekend John (up till recently an addict of 4 mm scale, but currently gathering some NSW items, and QR now that it's becoming available commercially) and his small team of helpers stocked the layout with a mixture ranging from HO American articulated, 4 mm British, HO NSW and, at one stage,

Continued page 150

Steve Malone's 'Sunlander' in Sn3-1/2. All running mixed up with no set pattern, along with QR models in HO loaned by Lindsay Drever and son Noel (both helping to man the layout).

Their long rake of QR coal hoppers headed by four 2600 class QR DEs provoked much interest; the numerous enquiries must have caused John and Lindsay to talk themselves dry on the subject of the four DEs which were of Lima origin, of South African prototype, all lightly 'scratched' to resemble the QR unit. Nobody seemed concerned about the mixture of rolling stock or scale on a layout of what was basically a British scene. One request made

of John was 'Can you place the 'Flying Scotsman' about to pass the coal train while I get some photos?'

Flexibility definitely appears to be the key word in our approach to the model scene. The discrepancies presented on commercial items we can do little about, and our main concern should be to do the job well as possible, getting enjoyment and satisfaction from a job well done, and while operating your own railway, and, if exhibiting, the pleasure it will give to the thousands who turn up to watch us 'playing trains' with the small slice of real life which we have taken and tried to faithfully condense into a limited space, but which

ultimately has to be a reasonable likeness only, while reflecting our thoughts and the particular concerns and attitudes of each of us in our own individual approach to 'building and running your own Railway'. To some people we may appear to be overgrown boys playing with trains, but judging by the numbers of people at AMRA exhibitions walking around clutching a bundle of newly acquired track and plastic bags full of goodies, there's plenty of us. Forget the critics, the world is full of strange people following strange pursuits, so get on with the job. Do it your way, according to whatever happens to be your fancy.

Kitbash/Scratchbuilt/Kit Review

by Geoff Truman (Sunbury M.R.C. Inc)

BGM has recently introduced a 'kit bashers' kit containing the main parts necessary to build a VR C type passenger guards van. This kit is available from BGM for \$23.40, and consists of 4 x Z van sides, 2 x Z van ends, 2 x Z van long roofs, 2 x Z van cupola roofs and the BGM W car underfloor detail.

There are no instructions with the kit, and the following items are separately required to enable completion of a reasonable C van: floor, steps, marker lights,

styrene flush with the top of the sides and clear of the windows as shown in diagram 2.

Assemble the sides and ends. Handrails and steps should be removed carefully from the ends and sides to improve the overall appearance. Glue 1.5 mm I beam or C channel equally spaced down the ends.

Cut the roofs to suit and glue into place. Cupola ends should be cleaned and

and fit buffers to the headstocks. If post modernisation, use C channel with the flat face to the outside to present a clean smooth appearance. Whether you are using I or C side channels, cut two pieces 139 mm long, file tops of beams to get rid of the shine and glue to the floor, flush with the edge.

To construct and mount bogie bolsters, measure 19 mm and 24 mm in from each end of floor. Cut two strips 5 mm wide from 0.060 thou sheet and two strips 5 mm

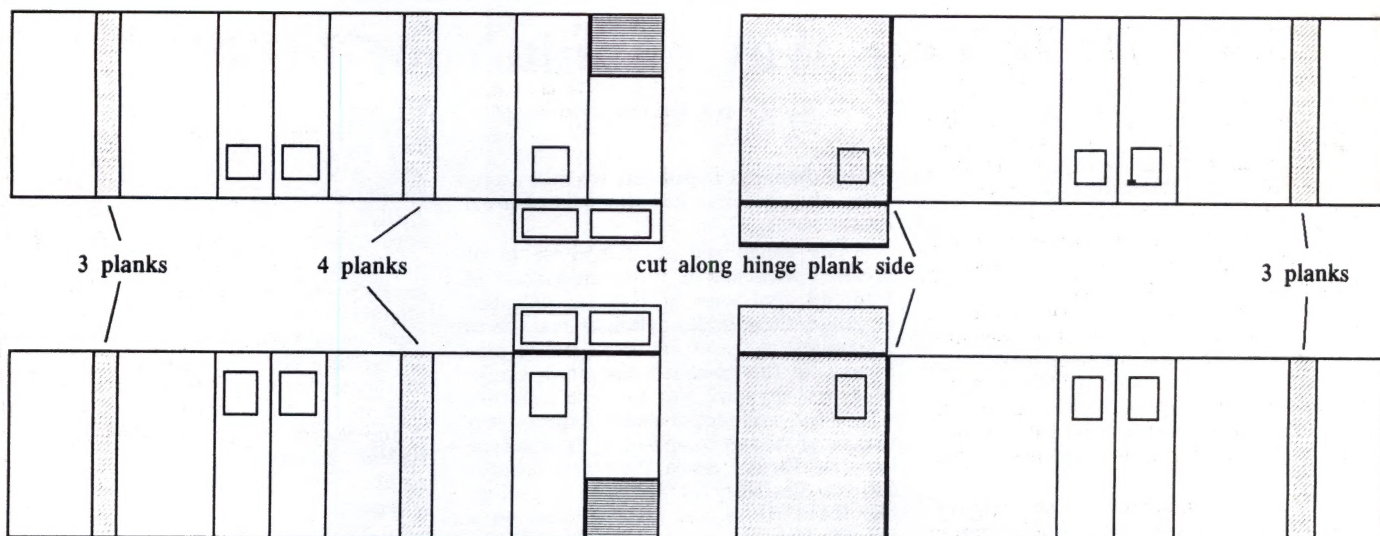


Diagram 1

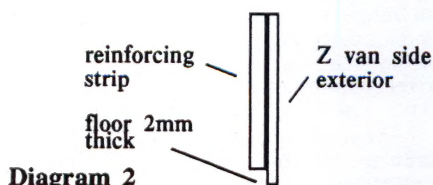


Diagram 2

handrails, ventilators, I beam and/or C beam reinforcing for ends and floor, couplers, and bogies (Roundhouse Express Reefer type are near enough).

To construct this vehicle, take the Z van sides and cut out the shaded sections, as shown on diagram 1. You must make sure your cuts are square.

Glue the dissected side pieces together as shown in diagram 1. Then cut a strip of 0.020 thou styrene sheet 20.5 mm wide. Glue pieces of this strip to the rear of the sides to reinforce the joins. Keep the

centre windows should be filled with 0.005 thou sheet (refer to BGM Z van instructions if you have them or otherwise locate photos of subject), then glue cupola ends into place.

Cut the floor out of 0.060 thou sheet 28.5 mm x 139 mm and file to fit. Do not glue in place. Cut a strip of 0.060 thou sheet 10 mm wide and approximately 28.5 mm long, file to fit across the ends of the body flush with the reinforcing (see diagram 2). The floor will be bolted to these battens through the couplers.

During the late 1950s and early 1960s these vans were revamped with the original I beam type frames, buffers, screw couplers and early bogies replaced by new underframes equipped with modern bogies and auto couplers. This new underframe is of the same style as is fitted to ZLP and CA type guards vans.

Therefore, if you are modelling pre-modernisation, use I beam for side channels

wide from 0.020 thou sheet, cut and file these strips to fit between the side channels and glue in place. Cut a further two pieces of 0.060 thou strip to the same length and measure 2.5 mm either side of the centre of each piece, file the outer ends to approximately 1 mm thick, then glue these in place on the bolsters (see diagram 3).

Cut out centre sills from 0.020 thou sheet, long enough to fit between bogie bolsters, and high enough to be flush with top of bolsters. Mount and glue these sills 5 mm apart, 2.5 mm either side of centre line. Cut a cover strip long enough to cover both bolsters and wide enough to cover centre sills. A weight may be placed in the centre sill cavity prior to glueing cover on, if you so wish.

Diagram 4 is of the side steps. To make these use 1 mm Plastruct angle (although brass is preferable for construction of these steps, with a top plate 2 mm wide and 0.020 thou thick. The four end

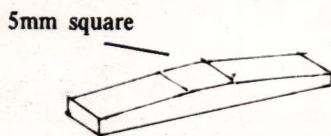


Diagram 3

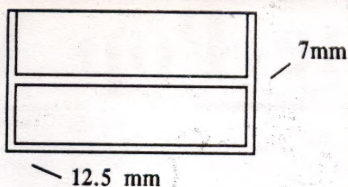


Diagram 4



Diagram 5

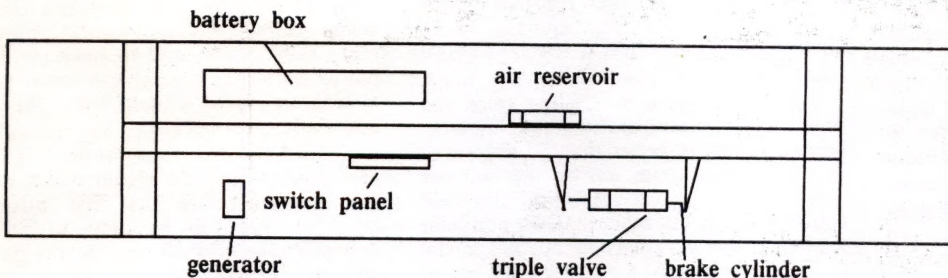


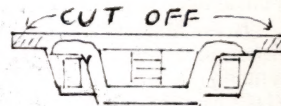
Diagram 6.

steps can be made from BGM brass steps or from brass ladder suitably bent, with styrene or wood treads. Diagram 5 gives an indication of what they should look like, but refer to photos for clarification, as well as

locations for handrails. Add four marker lamps and brake van lamp.

For the modernised version, alter the express reefer bogies as follows. Trim ends off as shown in diagram 7 and file

Diagram 7



tops flat. For the original style of bogie, use either the Roundhouse 'old time' bogie or scratchbuild bogies of the type used under the BPL cars.

Paint vehicle in VR carriage red with black underframe and bogies and then fit windows as per Z van instructions.

A Novel 48 Volt Power Supply

By Graham Coward

I had decided to use telephone type relays as point motors on my layout. As the most common coil voltage for these relays is 48 volts (usually referred to as 50 volts), it was also decided to use this voltage to operate them.

The next step was to build a 48 volt power supply. Have you noticed how hard it is to find a transformer with a 48 or 50 volt output?

I searched the electronics shops for a suitable transformer and was becoming more and more discouraged when I came across one with a 30 volt, 1 ampere output. The circuit shown is what I developed around this transformer.

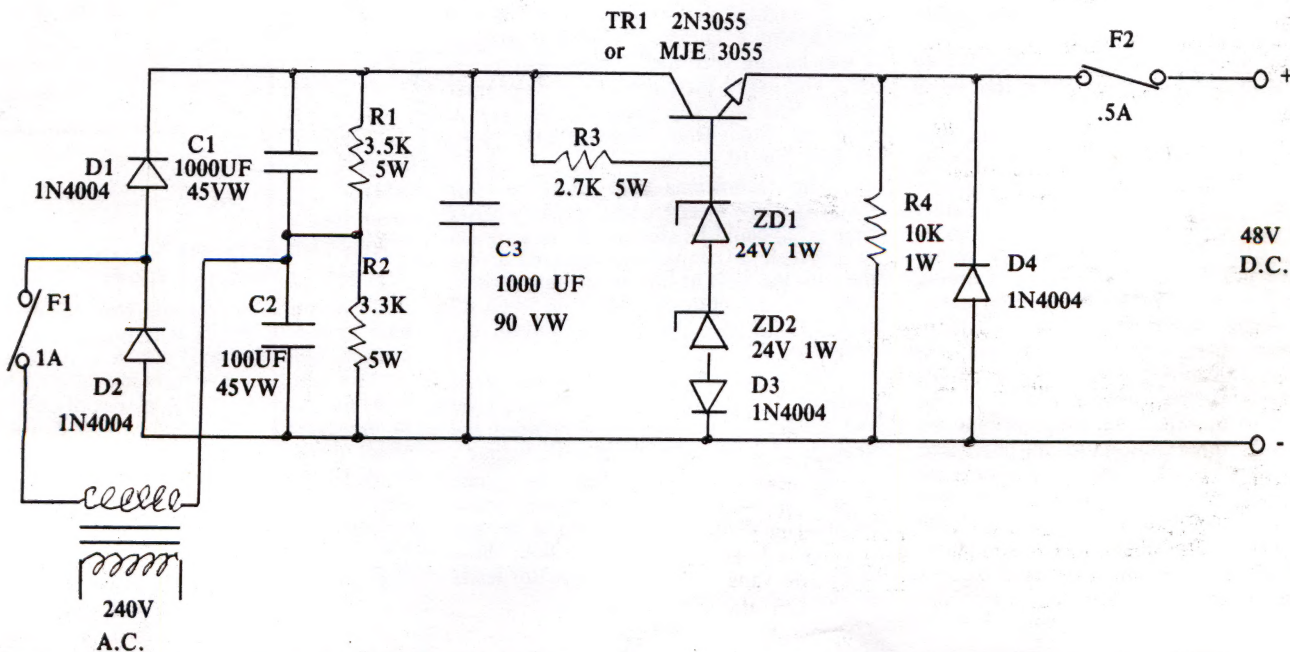
The circuit is composed of two main

parts. The rectifier-filter section is known as a 'Full Wave Voltage Doubler' and comprises all those components between the transformer and the capacitor C3. With no load, the output voltage across C3 will be equal to twice the input voltage times 1.4. This comes close to 90 volts. An unfortunate characteristic of this type of circuit is that the output voltage drops rapidly as you increase the load. For this reason it was necessary to include the Regulator section which maintains a constant output voltage, while the input voltage fluctuates. This section is composed of all remaining

components with the exception of F2, R4 and D4.

The power supply will deliver up to 400 mA or 0.4 A at 48 V. This is enough to operate eight 1000 ohm relays or 16 2000 ohm relays. If you draw more than 400 mA, the voltage across C3 will drop below 48 V and so will the output voltage. This might be tolerable for some applications, providing you don't overdo it.

Fuse F1 is included to protect the transformer in the event of a capacitor failing. F2 protects the regulator transistor TR1 against accidental short circuits. Resistor R4 is essential. It protects TR1 against high voltage surges which are generated whenever a relay is switched on or off.



The Pop Valve

The Editor
AMRA Journal
Dear Rex

On the Editorial page of Journal 192, you make mention of articles in recent Railway Modellers relating to the use of WD40 - I was one of the correspondents.

Bearing in mind the small space available to you, I think the words you were able to use, while accurate, may leave the reader with the impression that WD40 is not a suitable lubricant for model railway applications, which is far from the case.

In the May 1989 issue (page 222), Ken Nicholson wrote an article titled 'Smooth Running' in which he made reference to WD40 as a lubricant, I wrote in reply to this article attempting to answer his question about the long term effects of using WD40.

In the July issue (page 332, under the title 'Smooth Running'), E Winter comments on a problem he had using WD40 in conjunction with some previously applied teflon grease - he concluded that WD40 needs to be the sole lubricant.

The following is the text of the letter which I sent to both Ken Nicholson and Railway Modeller (it was published on page 380 of the August issue):

Quote

I first became acquainted with that 'magic' fluid WD40 something like 20 years ago during my service with the Royal Navy, where it was squirted with gay abandon on electrical circuits to flush out dirt, and at times condensation. As WD40 apparently has good conductivity properties its effects on moving contact breakers, and similar current carrying components was literally magic.

This led me to try it on my model railway equipment; I was so pleased with the results that it has since been my sole lubricant/gunge shifter. Like most model railways, my equipment is made from a combination of plastics, white metal and brass, with construction being with many different types of adhesives, ranging from UHU contact adhesive, to two-part epoxy compounds, to cyanacrylates, etc. solders from low melt to the more usual 60/40, all with absolutely no detrimental effect whatsoever.

One of the side effects of using WD40 liberally as a vehicle lubricant is that some of it gets on the rail head; this helps to keep down the gunge which collects on the rails and reduces the frequency of track cleaning considerably under normal home usage, and makes for improved electrical contact at the wheel/rail interface, with a considerable reduction in the amount of arcing experienced. A similar reduction in arcing is found at the wheel/pick-up interface.

I have found that under intense exhibition operating conditions there is a tendency for gunge to eventually collect around the vehicle wheel treads to the extent that the effective flange is reduced to almost nil, resulting in an increased frequency of derailments; however, the incidence appears to be considerably less than experienced by the non-users - the answer is to ensure that every wheel receives regular cleaning. Most exhibition halls are dusty places anyway.

As some of my locomotives sit around for lengthy periods (sometimes months) without use, I've found another minor problem, part of the WD40 evaporates, leaving a sticky residue (but see the next paragraph) which makes the loco rather lethargic initially - a quick squirt all round all bearing surfaces and a few laps to get rid of the cobwebs and it is like new again.

Over the years my rolling stock has been subject to temperatures ranging from below freezing to better than 50 degrees C in the railway room during the summer here. This high temperature has not bothered the layout other than the odd joint giving out due to expansion, but as I model to EM gauge and the trackwork is all handbuilt using the Brooksmith method of soldered construction, this is only a slight inconvenience easily solved with a touch of the soldering iron.

I know nothing about the technical aspects of WD40, other than it was developed as part of the American space program research, the 'WD' standing for 'Water Dispersant' - something which it also does very admirably. All in all, a very versatile product with many other uses around the home and workshop, etc.

I'm not in the pay of the manufacturers or distributors either!!!, just a very satisfied user.

Unquote

Also on page 380 of the August issue K Howard similarly raves about WD40 and adds that WD40 is one of two lubricants recommended by Lima for the servicing of their locomotives (the other is Tri-Flo).

Further to your Editorial on radio and television interference.

Around 1970, while still living in the UK, I found that my embryo model railway was causing some interference on our television (I do not remember any on the radio).

We, and many others nearby, were having considerable problems with television reception caused by a local recently built power station.

The British Post Office had a department whose job it was to deal with this type of problem and to give advice in this field.

I sought their assistance, and while we were having a 'cuppa' I raised the problem I was having with model railway interference and asked their advice - in brief their advice was basically the same as that in Railway Modellers 'Shows You How' booklet No 10.

The technicians said that the vast majority of the interference (probably better than 90%) could be stopped by using 0.005 mf (microfarad) capacitors soldered across the running rails at not more than 18 inch intervals, the optimum being between 12 and 15 inches. Doing this solved my problems.

The capacitors are small enough to be soldered to the rails above baseboard level and hidden by placing them between the sleepers and covering them with ballast.

It was suggested that the same capacitors soldered across the motor brush terminals and the output terminals of each controller would also assist. In both these cases it is vital to keep the capacitor leads as short as possible.

They said that the only way to stop ALL interference was to also totally line the railway room with metal foil and earth the foil directly to ground with not less than 1/4 inch diameter copper rod driven vertically into the ground with at least 3' below ground level and separate from any other earth point, and to have the mains power supply to the railway room run as a separate fused circuit from the main household switchboard.

I would add that 'arcing' is what provides most of the signal which causes the interference in the first place, so anything that can be done to prevent/reduce arcing between any moving parts is obviously beneficial.

The television signals in the UK were 'vertically polarised'; I understand that in Australia they are 'horizontally polarised'. Whether this is so, and whether it has any bearing on interference and its suppression I do not know, perhaps a more knowledgeable member could enlighten us.

Yours sincerely

Ted Thoday
Western Australia

The Editor
AMRA Journal
Dear Rex

I would like to provide some information per the 'Caustic Comment' article in Journal 191.

As a modest industrial chemist, I would suggest that the information supplied by 'David' be forgotten.

Die cast metal quality can vary from a tin alloy to a lead alloy. Lead alloys are less resistant to caustic soda and could also be susceptible to galvanic corrosion induced by the steel strip.

Phenyl is actually a mixture of impure phenols and is caustic, i.e. attaches cell tissue, hence its action on bacteria, etc. This property also allows it to be used as a paint remover.

Caustic soda, properly sodium hydroxide, has the same properties, i.e. it is caustic.

Hope this is of some assistance.

Yours faithfully

Ken Cowen
Queensland

Editor
AMRA
Dear Rex

CAUSTIC COMMENT IN JOURNAL NO 191 (P95)

Caustic soda (sodium hydroxide) is a base or alkali. While it is possible it may contain chloride and nitrates, it cannot contain nitric or hydrochloric acids while remaining caustic! The presence of chloride in the caustic will enhance the corrosive effect of the caustic soda solution. Chloride on its own will promote corrosion in some metals which we encounter in model railways and will cause pitting corrosion with lower grade stainless steels (e.g. 3CR12 and 304).

The presence of steel in the caustic

solution could possibly lead to the corrosion of the zinc (die casting alloy is mainly zinc) just as zinc corrodes to preserve the iron in galvanised products. What happened in this case depends upon the concentration of the caustic soda solution used. Like aluminium, zinc will dissolve in a concentrated caustic soda solution to produce hydrogen and 'zincates'.

Phenol (sold as 'phenyl') is also a base, but is not as strong as caustic soda.

I would urge members to avoid both these products as they are hazardous to the skin (they burn it) and eyes. If members feel they must use these products, then I urge them to use plastic (not rubber) gloves and full eye protection.

Methylene chloride is the preferred paint stripper these days, but use it in a well ventilated area and avoid breathing its vapour. If you're using it on plastic models, test a small section first - methylene chloride is an organic solvent and will dissolve most plastics!

Greg Cash (MAppSc ARACI
CChem)
Queensland

Editor
AMRA

Rex and Fellow Model Railroaders

I am writing to you to inform you and AMRA readers of a service to people who have an interest in model trains (any gauge) and computers of any type. There is a Bulletin Board that has been set up to cater for their interests. It's called 'My Other Half BBS', its Sysop (Operator) is Phil Young; he is willing for us to use his BBS for our model train interest.

There will be a message system on his Board for model railroaders, so look for it in the message section off the Main Menu.

The message system will be local for now, but later it may go international if there is enough interest.

So users if you are interested, give My Other Half a Call on 02 740 6246, 24 hours a day, seven days a week (although there are some times when the BBS is off the air). All you need to talk to the BBS is a computer with a Comms program in memory and a modem that will hand either

- a 300 bits per second;
- b 1200 bits per second;
- c 2400 bits per second.

NO OTHER speeds are catered for now.

Set your Comms program and modem to the fastest speed you have, set your Comms program to 8 data bits, 1 stop bit, 0 parity.

The last statement is a standard setting for Comms operation, but is needed so the two modems are on the same wave length so to speak.

Well, I hope I have made myself clear, if not, give me a call on 02 626 9979 and I will try to help you out.

Firstly, when you do log on, answer question about yourself correctly please. This is very important for security of the BBS (otherwise you won't get on). Secondly, unless you have an IBM with ANSI.SYS, answer NO to Graphics, also answer NO to full screen Editor.

Later you may like to change this, but first time, say NO, okay.

Later programs with model railway interest will be stored there; they will be stored in ASCII form to run under BASIC.

Well that's about it, give the BBS a try, leave me a message, I will answer it.

Happy computing,
Steve Chapman
New South Wales

Hints & Tips

Next time your local city council has a cleanup or mass rubbish collection from resident's homes, ponder a moment on just what is in all those bins and boxes which sit on the footpath awaiting collection. Just how many contain vintage train sets, old Meccano sets or other priceless vintage toys which a collector would give his right arm for.

E.W.H.W.

The paper tags attached to tea bags are an obvious advertisement easily attached to model station walls, fences and bill boards. It is interesting to collect as many different brands as possible and affix them around the layout, subtly declaring a taste for tea, even if bagged. The preference for tea is further proclaimed by a bogie van with no less than four different labels of Tetley Tea on each side, viz English Breakfast Tea, Irish Breakfast Tea, Earl Grey Tea and Prince of Wales Tea.

It is possible to incorporate certain other interests and preferences into ones layout if it is so desired, as, after all, one does 'own the joint.' With a little thought, one can actually build a little utopia of ones own, with just about whatever one wants on it, albeit in model form.

E.W.H.W

Continued from page 158

The rails with Humbrol rust -
The former nickel silver looks
'Au naturel' at last.
But only part of Bownen yard
Bears marks of these boys' skill -
There's several kilometres yet
When time's availabill (sorry about that one).

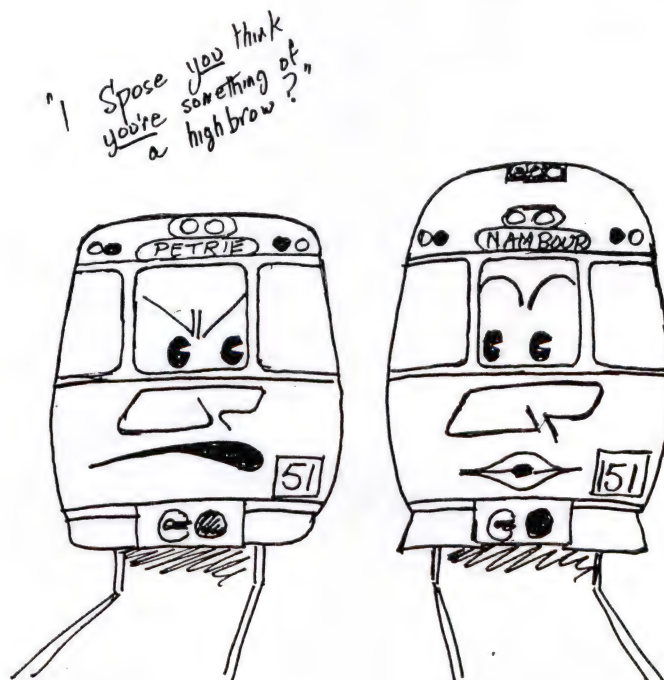
And relays are aplenty
For the station Wallamundra;
John's in preparation for
A-screwing them thereunder.
And Dave and Neil are likewise
Subterranean inclined
And under baseboards clench their teeth
To toil the nightly grind
Of wiring. Now the station Bennett
Twinkles tiny lights
From its panel. Many coloured orbs
Festoon the Monday nights.
All its points are powered
With electricity,
And operation is enjoyed
By all. Simplicity
Has become the keystone of this project.
So this tale is through,
In sixty days another comes
With flourish and ado!

Glenn Watson

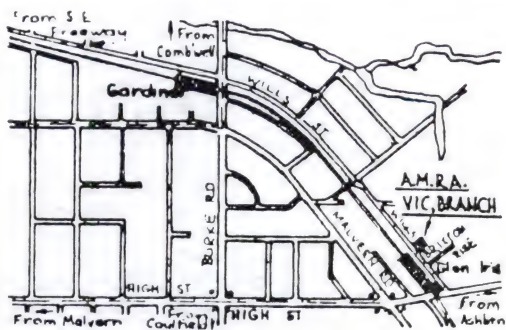
Wanted

Small items to fill spaces like this.

Do you have any hints or tips to
pass onto your fellow members?



State News



PRESIDENT'S PIECE

Just when you thought it was safe to get back into Journal, along comes the President's Piece from Victoria again. As mentioned by Roger my notes for the last issue were posted to Rex's P.O. Box. Unfortunately Rex was riding to The Alice behind a certain 4.6.2. You guessed it, my notes stayed in the P.O. Box.

So for this issue I am going to make up for it and give you a double dose of my ramblings. In effect what I have done is merged the text of the last issue and this one into the one document, then modified that text into what you are now reading. In spite of its length I hope you find something of interest in it.

Those of you with an eagle eye will have picked-up a boo-boo in the August Journal concerning the retirement of Fyfe Thorpe. Yes it should have read Fyren Models. My apologies Fyfe.

The June Meeting was our Annual Auction Night and as usual a considerable number of lots were offered. The end result was a very late finish to the evening. I left at 11.40 pm and Stewart was still sorting out payments. To avoid a repetition of this we need an earlier start to the auction. This means the President must get the General Business out of the way early. It also means that people offering items must have them ready before the start of the meeting. In addition the reserve price must be realistic. Finally the Auctioneer will have to be a bit more ruthless, if people are not going to bid, he will have to pass the item in and move to the next one. Let us see if we can do it better next year.

As you are aware by now the election of a new Committee of Management has taken place. Two members of the previous COM did not seek re-election, they were Roger Lloyd and Bill Secker. On behalf of the members of the Victorian Branch I would like to thank both Roger and Bill for their valuable contribution in the running of the Branch over the last decade, yes folks, ten years. That is quite a commitment, especially on cold wintery nights when one could stay home instead of attending the monthly COM meeting. Roger and Bill will continue their work on the club layouts as well as with other activities around the place. Gentlemen again, thank you very much.

I would also like to take this opportunity to welcome our new Members of Committee. They are Graeme Nitz (Vice

President) and Robert Bogie (Committeeman). Graeme has served on Committee previously whereas it is new ground for Robert. I should however mention that Robert has already put in two years on the Exhibition Committee. I am looking forward to working with both Graeme and Robert in the next twelve months.

At the July Meeting our guest speaker was George Bambery. George works with V/Line as a photographer/journalist and being a dedicated rail fan is able to get immense satisfaction out of his work. For those of you who are able to obtain copies of V/Line Update and V/Line News you will have seen some of George's work. On the evening George took us on a trip to such places as Great Britain, France, Switzerland, Belgium, Portugal, Spain, Germany (East and West), Yugoslavia, Czechoslovakia, Hungary, Turkey, Egypt, Syria, Southern Africa, India, Pakistan, China, Japan, Indonesia, Canada, United States, Paraguay, Brazil, Chile, Bolivia, Argentina and to finish the night some scenes from Australia. George especially likes photographing "steam in snow". On the few occasions he has been able to do this he says it has been a very beautiful and moving experience. Although George is a professional photographer he has not yet held a public exhibition of his work. He ultimately hopes to have his work published in such magazines as National Geographic and Life to establish himself internationally. For those who missed out on the night you may be interested to know that George is having some of his work appear in a book soon to be released in Australia. Keep a look out for it.

In an effort to make the printing of Journal less demanding the Victorian Branch has purchased a Personal Computer and Laser Printer as well as relevant software. The PC is a second generation unit manufactured by IBM being their model PS/2. While running on DOS the PS/2 has the ability to use other operating systems such as OS/2, Unix, etc which allow the multi-tasking of work activities. It is hoped this change will encourage the other Branches to have their Journal notes produced on an IBM compatible machine. The text for each issue can then be put on a floppy disk and sent to the Managing Editor who can then download the information and re-arrange it using the desktop publishing software.

Keeping track of maintenance problems is a concern in any organisation. So

as to help in this regard we have located two books in the clubrooms, one is to report problems with any of the layouts, the other is to report any problems with the building that will need attention, either immediately or in the near future. If you notice anything that needs attention please write it in the appropriate book and of course put your name alongside so we can get back to you later if need be. We do need your support on this one as the Committee cannot do everything about the place.

On the long weekend in January next year, (26th-29th) we will be exhibiting the Kyneton layout at Corio. In return the Corio modellers will be exhibiting their layout at Camberwell in March. What we need is people (lots) to assist with the transport, set-up, operation and the packing-up after. We have had a good response already but if you can help in any way we would be pleased to hear from you.

This year I was able to assist with the running of the Open Weekend (25th & 26th August) and I must say I was most impressed with the way it was organised. Going on the number of questions people put to me I am sure the public went away satisfied that they had got their moneys worth. I must thank all those members who helped to make the Weekend such a success. The amount of rolling stock provided by members was most impressive, especially the Australian prototype on the main layout downstairs. Uncle Bob from Sydney would have been extremely pleased.

I am again appealing for help with the completion of the back section of Kyneton as well as the modification of the Modrail layout to an English appearance. Both these layouts must be ready for Camberwell next year although Kyneton will need to be ready for test running prior to Corio in January. The preference can be yours, British or Australian. Also keep in mind that you don't have to work on the layouts at the club, some projects can be done just as successfully in the comfort of your own home. Talk to Roger Lloyd or Bill Secker on what tasks need doing.

Still on Kyneton, please keep in mind that Powerline will have the Victorian steel cars available at the end of this year (Tangerine) and early 1990 for the Blue and Gold. So no excuses, I want to see lots of passenger cars on the layout next year and this should include a full Spirit of Progress set.

Not much good news on the rail front at the moment. The Victorian Government

is talking (again) of running the XPT to Melbourne from the end of 1991. Perhaps after Mr Greiner has finished savaging the railways in New South Wales, Victoria can have all the XPT's they want. Certainly the Inter Capital Daylight and the overnight train to Sydney will be withdrawn when the XPT starts. But what of the Overland, and what is it's future with all this going on.

The following is a precis of an article I read in The Age dated 25th July 1989. It was titled "Budget cuts threaten classic Canadian rail trip". Everyday since 1953 a train called the Canadian has rolled out of Toronto on one of the worlds classic rail journey's - 5280 km, or four days to Vancouver. However the Canadian as well as the Super Continental (the eastbound equivalent) may soon be relegated to the history books, victims of Government cuts. In the May budget Via Rail had its subsidy of \$A750M cut completely. Mr John Howarth former vice president of Via Rail said "the few money making lines that Via Rail still has require reservation agents, repair stations, and other common resources, without economies of scale the railway now has, I doubt that even those lines could survive. Canada could soon be without any passenger railway".

I was interested to read recently of a joint AN-V/Line-SRA-Westrail deal to have a demonstrator unit brought out to Australia from one of the consortiums involved in the field of a.c. traction in diesel-electric locomotives (General Electric/ASEA Brown Boveri). I wonder what the opposition group (EMD/Siemens) will do about this, perhaps a counter demonstrator unit. Most intriguing.

As mentioned in my last Journal notes, AN and V/Line are in fact planning a standard gauge link from Adelaide on a new alignment which will allow for double stacking and wider loads. The route is from Salisbury to Murray Bridge via Gawler, Roseworthy, Freeling, Angaston and Cambria to Monarto South and along the existing alignment to Wolseley. A welcome change from all the chop chop going on elsewhere!

For those of us interested in railways the attitude of the Greiner Government towards the rail industry must be of concern. In an article in the August issue of Directions in Government titled "Roads v Rail - who pays?" a Minister was quoted as saying 'We are a road-building government. It is the most essential part of the transport infrastructure'. In the same article it was stated that the operational boundaries for B-Double road transports was being 'relaxed' and that long distance trucking operators would be given a better go. Also a consultant's report to the government had made a recommendation that NSW get out of long distance passenger trains altogether! Food for thought.

To finish off this piece here is some more information for those of you who like to keep your modelling up to date with the prototype. The NGAX wheat hoppers (AR Kits) will now become NGDX class. For those of you who like the look of the NGTY wheat hoppers (Casula Hobbies) you now have a good excuse to run them into Victoria. A number have been converted to NGGY class and are used for sugar traffic between Grafton and Sydney/Melbourne.

Following the success of AN's conversion of surplus ABCY and ABDY covered vans into AHDH grain hoppers the SRA is

now looking at doing similar things to its surplus NLGX and NLHX louver vans.

In the February issue of Journal I made mention of the conversion of NLJX 33921 to an NBJX Tautliner wagon. The same wagon has now been converted to a NQRX container wagon. However the SRA have converted NLJX 33927 to an NBJX Tautliner wagon for further evaluation.

In the last few weeks I have noticed a number of VFNX prairie wagons with the movable tarpaulin cover removed. At the time the wagons were loaded with bales of white paper pulp. So if you have the Lima version of the same wagon there is now a good excuse to run without the tarpaulin cover.

In Journal 191 I mentioned the conversion of the Lima Australian National ELX wagon to an AKHX slab steel wagon by cutting out the doors. Doing this will certainly give you variety as I have noticed well weathered grey ELX's with the original SAR logo, as well as with the later red ANR in a box. In addition I have seen the red ELX with the yellow ANR in a box. If this is not enough there is the green version with the yellow panel, but be careful because I have seen three different versions of the green ELX. Some have the SnailRail panel in the centre of the wagon and some have the panel at the end of the wagon with the reporting information, but not always in the same position. The best idea is to buy five and have them all different.

By the time you receive this copy of Journal it will be early December and of course a few short weeks to Christmas. On behalf of the Victorian Branch Committee of Management may I wish you all a very Merry Christmas and a Happy New Year.

Geoff Brown
President

LIBRARY NOTES

There have been several books about the Pichi Richi Railway, and I must say that I felt another would be one too many. However, I was disarmed by the introduction to *Railway Reborn* by Steve McNicol, another of his Railmac publications. 'Having been heavily involved with the Pichi Richi Railway during its formative (sic) years, I took well over 1000 black and white photographs during this time. These photographs have been sitting in a cupboard gathering dust for the past decade.' From these, some 60 have been selected to make up this collection of snapshots with captions. I was delighted by it, and impressed by the amount achieved during the first 18 months, which is the period covered by the book. I suspect there'll be many more to come.

By the way, I realise that this is No 72 in the Railmac series, which is already up to No 77. Just for interest, No 77 is entitled *The Busses of Portugal*.

Michael Andress is a prolific English writer on modelling techniques, and his *Adding Realism to Your Model Railway* rather more wide-ranging than many of his titles. It is mainly concerned with the scenery and buildings, though detailing and weathering of rolling stock have chapters of their own. There is some emphasis on composition of the scenes modelled, to lead the eye where the modeller wants, an

emphasis not often seen in the model literature. I've only flicked through the book as yet. I intend to read it more carefully.

One could expect that *Real Life Scenic Techniques for Model Railroaders* by Carl Caiati would be more of the same, but it is very different, concentrating more on the nuts and bolts needed to achieve the realism, rather than the planning and overall feeling intended. It's a matter of degree, I suppose. The Caiati book, published in America, makes me think of articles in American magazines; The Andress one makes me think.

Another technique book, with a quite misleading title: *The Complete Modelling Workshop* by Stan Catchpool, comes from his monthly 'Workshop' articles in *Military Modeller*. The book is about materials (paper, adhesives, epoxy putty) and specific problems in their use (painting horses, making trees) as much as on tools. An enormous amount of information, well presented, and with detailed and helpful line drawings.

Mark Tronson, the engine driver turned minister of religion, has written a couple of interesting books of reminiscence from the former of his two lives. They have apparently been successful enough to persuade him to collect and publish anecdotes from other drivers, and *From the Driver's Seat* is the result. Again in paperback format, with offset photographs which are pretty dreadful and just relevant to the text. The book is published by the author, and I don't mean to disparage the book by saying it could probably not be otherwise. It is not a collection of dramatic stories, but of ordinary days in the lives of engine drivers. As such, it is useful that they be preserved, and I am glad now to read them.

Another pleasant gift to the Library, *Great Railway Photographs* by Eric Treacy. Why churchmen should, especially in the UK, have been so drawn to that devil's contraption, the steam engine, is not yet explained. The late Eric Treacy, Bishop of Wakefield, was so drawn, and being a most skilled photographer, he has left his mark, in this case with some 300 photographs, in black and white and colour from all areas of England. His first photos were taken in the mid 1930s, his last in the late 1970s. In 1979 a West Coast main line locomotive was named 'Bishop Treacy'. The collection is worth a look.

Much the same style of publication is *Southern Main Line Cameraman*, a collection of photographs by W Philip Conolly. These are not arty photographs, just good, clear, useful, record shots of the days of steam, but well and professionally presented.

Just for balance, one on branch lines, in fact called *Branch Lines to Midhurst* compiled by Keith Smith and Vic Mitchell from 'a combined collection of over 700 views; (but) there are remarkably few of trains in the countryside. This may have been due to their infrequency'. Still, lots of beautiful railway buildings and atmosphere, just the thing for a branch line modeller.

For the modeller of V/Line in its earlier manifestations, we have another of Mountview Publications' Research Reports, this time No 6 on VR's W series coaches. Notes on their histories, colour schemes and modifications, with plans and elevations, which sadly are not printed to any known

modelling scale.

There have already been a number of articles, especially in MR, on computer applications for modellers, but the first book I've got my hands on is Computer Projects for Railway Modellers by Roger Amos and Martin Cock. It includes a variable speed clock, progressive cab control and a number of other projects, but with the limitation that the detailed instructions apply only to the BBC Micro and the Sinclair Spectrum; it is hoped that users of other machines will be able to modify the programs to suit. I can't comment, except that I'm encouraged by the comparatively short bursts of code that seem to do the jobs. There is, too, a lot of general information, especially on interfacing with the layout, and a number of very simple circuits to make train detectors and such. If you know a little about either computers or electronics, you will find the book intriguing. If you know a lot about either, I imagine you'll find it fascinating.

Brian Southwell
Librarian

Victorian Branch Notes SEPTEMBER MEETING

This was the first Annual General Meeting since Incorporation and the 26th as the Victorian Branch.

At the meeting the following matters were dealt with:

1. Victorian Branch Honorary Life Members - discussion took place regarding the procedures and qualifications for new life members. It was decided to have the COM look further into this matter.
2. A notice of motion passed that 'all awards and presentations, etc, be presented at the AGM each year'.
3. Retiring Committee members R Lloyd and W Secker did not seek re-election. (R Lloyd being on COM for 12 years, of which four years were as President, and W Secker being on COM for 10 years.) The President thanked them for their services during these periods.
4. In the interests of speeding up the social meetings, it was requested that intending displays of 'models for display' to notify the Chairman prior to meetings so that he can better fit this segment into the meeting format.
5. Federal Committee - as it has been some 20 years or so that the Federal Committee has been run from NSW (prior to that it was a Victorian Branch function for some 18 years), the Victorian Branch COM is to ascertain and prepare to take over the Federal Committee function in the future (further comments, etc, about this matter later in the notes).
6. In presenting his report for the previous term, the President mentioned -
 - a. the successful 'Incorporation of the Victorian Branch';
 - b. the COM has looked into other venues at which to hold the March Labour Day weekend exhibition, and consider that Camberwell Civic Centre still offers the best value, even though costs of hiring this venue have risen steeply over the last few years;
 - c. the improved access and parking at the rear of the Clubrooms now that all the works carried out by the RCA on the construction of the arterial road have been

completed;

d. the very successful open days held at the Clubrooms over the last weekend in August 1989 (further report later in notes).

7. The Secretary reported that the Victorian Branch has 274 members (previously 253), this being an 8.3% increase compared to an overall Federal increase of 4%.

8. The Treasurer reported on the Victorian Branch finances (the financial year now ends 30 June since incorporation and not 30 April each year as previously). The finances are still reasonably healthy and should remain so in the near future, provided the Camberwell Exhibition continues to be financially successful (see further notes).

9. The following members were elected unopposed to the Committee of Management of Victorian Branch:

President - G Brown (6th year as such)
Vice President - G Nitz (first year as such, but was a Committeeman for two years previously)

Secretary - J Harry (18th year in this position)

Treasurer - S Westerman (21st year as such)

Committee - R Bogie (1st year), G Stockfeld (5th year), J Treseder (15 years)

Awards/Presentations

Annual Photo Certificates

Best print - O Ely - model train on a trestle - 95 points

Equal Best Slides (all 90 points)

S Westerman - level crossing Glenelg tramway

A Jenkinson - train crew at Cairns

P Jenkinson - SAR 520 loco at Blackwood

G Attrill - 0-6-0 Simplex loco

Victorian Branch Photo Award

Highest aggregate points covering prints and slides - S Westerman

Annual Model Certificates

Best Scratchbuilt - P Jenkinson - GJH hopper - 98 points

Best Australian Kit - J Gardiner - VR 17C van - 71 points

Best Other Kit - P England - Hall class loco - 90 points

Bob Edwards Trophy

Open competition covering the best collection of models - winner A Jenkinson

Fyfe Thorpe Award

Best collection of Australian kits - winner B Race

Gordon Duncan Trophy

Best collection of other than Australian Kits - winner P England

October Meeting

G Nitz presented a selection of short videos covering railways and model railways from a number of places around the world.

Models for Display

R Dall - cable stripper, buzzer and balsa wood cutter

P England - British trains models of vehicles, etc

W Morehouse - Modellers board, made of plastic that's not compatible with MEK, fitted with a manual turntable - available from Willsland at \$10 each

G Brown - VR station layout diagrams at Northern and Midland District by Weston Langford

Competition

Print - Trolley at Picton - S Westerman - 87 points

Slide - Trolley at Albury - G Attrill - 89 points

Model - Australian or other kit - P England - BR class 120 DMU - 65 points

Federal Committee

The COM is interested in ascertaining from Victorian Branch members any interest in standing for the Federal Committee. While there is no ill feeling or disappointment in the job NSW Branch has done, it is felt that a change would be for the better. Ideally, all branches should have their turn in running the Federal Committee, and it is reasoned that Victorian Branch should hopefully start this process.

Probably the most onerous position on the Federal Committee is that of Registrar - dealing with membership lists, updating, etc. Having a computer facility for this and for listing and printing the names, addresses, etc, for Journal envelopes would be very important.

Further, Federal Committee advises that yearly subscriptions have to be paid by the end of September in future years.

Appointments

The COM has appointed the following:

Librarian - B Southwell (for the 18th year)

Assistant Librarians - G Attrill and B Frary

Exhibition Manager - B Edwards (for approx 11th year)

Sub-Editor Journal - R Marsden

Corio Exhibition

Opens 6 pm Friday 26 January 1990 and finishes 5 pm Monday 29 January 1990.

The co-ordinator is G Nitz and volunteers are required for setting up on Friday prior to 6 pm and operating on each day, as well as to assist in packing up and return layout to Clubrooms on Monday evening. Accommodation and meals will be supplied by Corio MRC.

Also VR/V/Line locos and rolling stock required to operate on Kyneton layout and because of the code 83 rail used, standard Lima wheels are not satisfactory.

For further information, contact G Nitz on 857 6959 (AH) OR 657 2282 (work).

Timetable Operations

A USE prototype session was held on Sunday 3 September 1989 at which 16 members attended. Stock supplied by G Nitz, R Bogie, A McKenna, J McClure, N Hambly, T Shenton, D Marsden, R Marsden.

On Sunday 1 October 1989 a UK prototype session was held at which 14 members attended. Stock supplied by P England, M Martin, J McClure.

Information Required

Peter England intends building a layout of Brent, South Devon, England, and requires any photos, plans, etc, of this area (especially buildings and structures).

Observation Run

Held on Sunday 15 October 1989 - the journey being from the Clubrooms to Williamstown Beach foreshore, via Tooronga, Botanic Gardens, West Gate Bridge, Spotswood, Yarra River Scenic Drive and Williamstown. A BBQ was held at which the winners of the event were announced

- G Nitz, R Bogie and P Riley. After the BBQ a number of members visited the Steamrail Depot open day, during which the weather showed just how changeable it can be. The weather had been warm with a very strong north wind and by mid afternoon it was cold and raining. It was an enjoyable event, even though some participants got lost going under, over, around, etc, railway bridges. Thanks to Graham and Jill Stockfeld for their efforts in organising this function.

Association of Victorian Model Railway Clubs

Held on 8 October 1989 at which the following Clubs agreed to affiliate:

Croydon MRC, Ballarat and District MRC Inc, Warrnambool MRC Inc, VMRC, MMRS, Wangaratta Rail Enthusiast Group, AMRA Victorian Branch

A tentative date for a convention to be held at Victorian Branch Clubrooms is Saturday and Sunday 10 and 11 November 1990.

Jack Treseder has been appointed as the Victorian Branch delegate.

The next meeting is on Sunday 19 November 1989 at 1 pm at the Victorian Branch Clubrooms.

Open Days

Held last weekend in August 1989 at which 780 adults and 464 children attended.

On the main Club layout, Australian prototype locos and rolling stock belonging to A McKenna, J Gardiner, J McClure, R Lloyd and Victorian Branch were operated.

Upstairs, Modrail with UK equipment belonging to S Westerman, A Woods, G Stockfeld, M Martin and W Secker was in use.

Scratchbuilding and displays by Elizabeth and Bill Secker, R Dall, G Nitz, R Bogie, R Lloyd and the Scantlebury family.

Operating layouts supplied by W Morehouse (U-Drive), and A McInvo (N scale).

Layout being constructed (Gold Town Railway) by the Scantlebury family.

Light refreshments by Jill Stockfeld and Judy Marsden.

Night Watchmen were B Lloyd and G Scantlebury.

Thanks go to all members who participated to make this a very successful weekend at showing the public what the Club can offer, plus five new members

joining, and receipts of \$1237.

Kyneton Layout

It is becoming urgent that work proceeds on this layout. It is required to go to the Corio Exhibition on the Australia Day weekend in January 1990. This is on a reciprocal arrangement with Corio MRC who have agreed to supply a layout at the Camberwell Exhibition.

It is also required for the Camberwell Exhibition in its complete form - front part and rear fiddle yard. At present Kyneton layout front part is designed to be fitted to Modrail fiddle yard. The Exhibition Manager points out that both Kyneton complete and Modrail complete are required for the Camberwell Exhibition.

Bob Dunn and Jack Treseder have completed the base work for the fiddle yard, etc, for Kyneton. Work still to be done is as follows:

- Laying of cork and track
- Point motors and wiring
- Control panel
- Small amount of scenery and building details

On the front part of Kyneton there is still quite some scenery detailing to be completed.

Financial Matters

The Treasurer has reported that the Taxation Office intends to tax the Branch's net profits and states that is absolutely essential that Camberwell Exhibition be financially successful. Any financial disaster could seriously jeopardise the Club's ownership and occupation of the Clubrooms at Glen Iris.

Camberwell Exhibition

The Exhibition Manager requires members to indicate on the roster sheet prepared their availability to help. He further states that the Club has extra requirements for assistance this coming Exhibition.

Junior Operating Days

Over the coming Christmas school holidays, the Clubrooms will be open on Saturday 23 December 1989, Monday 8 January 1990 and Thursday 25 January 1990 from 10 am to 3 pm. Adult members are welcome to attend.

Thursday Operating Night

Third Thursday of the month, commencing in February 1990 - USA prototype. Equipment to be there at 7 pm. Operating 7.30 to 11 pm.

PROGRAM

December 1989

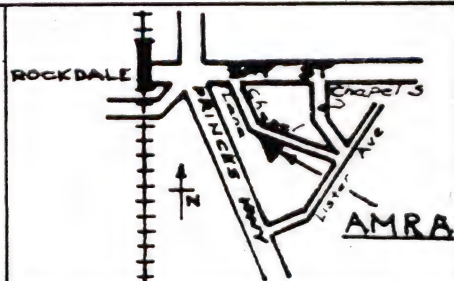
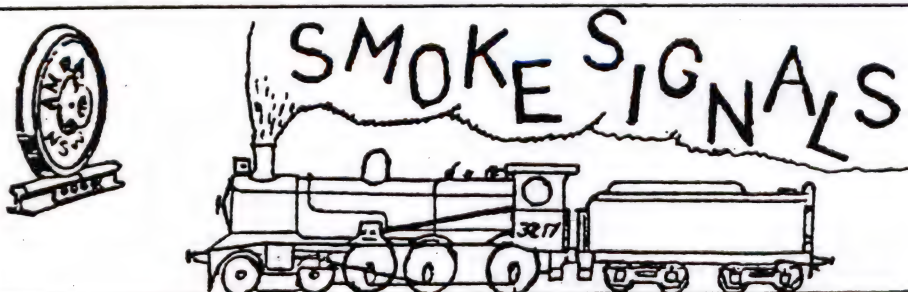
3	Sun	Timetable operation - USA prototype - 1.30 to 5 pm
4	Mon	Weekday working bee and operation - your equipment - 9.30 am to 3.30 pm
14	Thur	Social meeting - 8 pm - Christmas, bring a plate Model - open standard categories Photo - Museum exhibit
18	Mon	Weekday working bee and operation - your equipment - 9.30 am to 3.30 pm
23	Sat	Junior day - your equipment - 10 am to 3 pm
31	Sun	Running day - your equipment - 1.30 to 5 pm

January 1990

7	Sun	Timetable operation - Australian prototype - 1.30 to 5
8	Mon	Junior day - your equipment - 10 am to 3 pm
11	Thur	Running evening - your equipment - 8 to 11 pm No competitions
15	Mon	Weekday working bee and operation - your equipment - 9.30 am to 3.30 pm
21	Sun	Running day - your equipment - 1.30 to 5 pm
25	Thur	Junior day - your equipment - 10 am to 3 pm
26	Fri	)
27	Sat	) Corio Exhibition
28	Sun	)
29	Mon	)

February 1990

4	Sun	Timetable operation - UK prototype - 1.30 to 5 pm
5	Mon	Weekday working bee and operation - your equipment - 9.30 am to 3.30 pm
8	Thur	Social Meeting - 8 pm - Show and tell on the layout - bring your favourite train Photo - water crane or tower Model - Australian or other kit
18	Sun	Running day - your equipment - 1.30 to 5 pm
19	Mon	Weekday working bee and operation - your equipment - 9.30 am to 3 pm
22	Thur	Operation evening - USA prototype - 7.30 to 11 pm 7 pm for rolling stock etc



PRESIDENT'S PIECE

Dear members of all model railway clubs

Christmas time is nearly with us again, with all its tinsel and razzamatazz. Busi-

nesses are saying - 'Buy this, buy that', but this Christmastide with interest rates so high and rents gone up past the moon, how can you afford that nice loco you admired and gave hints about? It might have to wait, along with so many other goodies in

the model train world.

To many people, Christmas is a spiritual life, from Christ's birth to his journey through the stations of the cross. To others it is holiday time, while to others it is the end of the sorrow and pain of

business failure, home ransacked, trains stolen and all those other difficulties which beset us. Most have come through smiling, perhaps because of the fun and fellowship of railway modelling.

Over the past year it may be said that our rails have got out of gauge, our back to back has been wrong, and sometimes we have even jumped off the rails. Let us all pause and reflect, sit still and relax and then get ourselves back on track for 1990.

It is with some reluctance that I say farewell to 1989, but with a full heart I say hello to 1990. To all rail enthusiasts, model makers, kit bashers, layout builders, live steamers and armchair modellers, I do wish you all tracks of joy for Christmas and locos of endless delight for the new year.

Frank R Rolls
President

PROGRAM

December

2	Sat	Christmas party
8	Fri	Layout operation
16	Sat	Layout operation
22	Fri	Christmas - no meeting
30	Sat	Christmas - no meeting

January 1990

5	Fri	No meeting
13	Sat	Layout operation
19	Fri	Layout operation
23	Sat	Layout operation

February

3	Sat	Annual General Meeting
9	Fri	Layout operation
17	Sat	Auction
23	Fri	Layout operation

MEETINGS

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on -

1st and 3rd Saturdays

and

2nd and 4th Fridays

Unless otherwise specified, meeting times are as follows:

Fridays 7.30 - 11 pm

Saturdays 2 - 5.30 pm

All correspondence regarding NSW Branch matters should be addressed as follows:

The Secretary

AMRA NSW Branch

PO Box 194

ROCKDALE NSW 2216

THE 1989 SYDNEY MODEL RAILWAY EXHIBITION

The Exhibition was held at the Liverpool E G Whitlam Recreation Centre on the Labour Day weekend, 30 September to 2 October. This year there were 69 stands, including snack bar, nibble bar, information stand, commercials, etc, with over 40 operating layouts.

Due to a different arrangement of stands in the main hall, there was considerably more room for the public to move about - the minimum aisle width being four metres. This roomier arrangement caused some people initially to think there were fewer layouts on display than before.

The range of layouts varied from Joyce Bradney's coffee table layouts to the large 0 scale of Col Shepherd and Norm Read. Most people seemed to agree that the general quality was better than ever.

This year we had two interstate exhibitors: 'Khernoaff' - a layout displayed by the Metro Model Railway Group from Victoria, featuring LGB rolling stock and scratchbuilt buildings and hand laid track - and 'Wheatworth' - Darcy Brittain's Australian HO layout from Ipswich, Queensland. We welcomed interstate visitors from AMRA Queensland and Victoria - it is always good to have representatives from other Branches as it reminds us that we are part of an Australia-wide organisation.

The Sydney Society of Model Engineers installed and operated a 12 inch gauge live steam system for a period before mechanical problems caused by the uneven ground forced it to shut down for safety reasons.

Much appreciated by the younger folk was Kids' Corner, with 'Sammy the Shunter', the free 'Thomas the Tank Engine' U-Drive and Joyce Bradney's 'Fantasyland', coffee table and TV cabinet layouts.

Making its debut at this year's exhibition was 'Kaloola', a new fine scale 0 gauge layout which will undoubtedly improve with time.

The magnitude of the task in catering for the workers and exhibitors can be gauged by the 300 (approx) catered meals, 100 smorgasbords and 500 snack meals provided, with an unknown number of cups of tea or coffee with biscuits served at the exhibitors' coffee bar. Add to this the many hundreds of sandwiches, pies, sausage rolls, cakes and tea and coffee provided to the public. A special thank you to the ladies for their tremendous effort in feeding the hungry hordes.

The results of the judges' deliberations were as follows:

Best Layout: 'Lulworth Cove' by Peter Betts (EM scale)

Best Australian Prototype Layout by an individual: 'Lambing Flat' by James McNerney (HO)

Best Non-Australian Prototype Layout: 'Lymington Pier' by Rohan Norman

Best Commercial Exhibit: Toyman Imports

Highly Commended:

1 'Kaloola' by Graham Holland (0 fine scale)

2 'Richmond' by Phil Badger (N scale)

Many thanks to the judges, Bill Cooper and Pat Watson.

The most popular layout judged by the public was Keith King's 'Cockroach Creek' (N scale) featuring NSW prototype; second choice was 'LGB Garden Railway' exhibited by Godfrey Gamble; and third choice was Roger Hord's 'Snake River Canyon'. The best N scale layout as judged by Sydney N Scale MRG was Roger Hord's 'Snake River Canyon'.

Graham Hearn presented Graham A'Hearn with the Iron Horse Hobbies shield for outstanding contribution to the hobby, and his award for the best proprietary layout went to Wal Corben for his HO Auto Rail layout.

Special awards were made this year to Bob Surtees for his outstanding carved wooden model locomotives; to Norm Read and Col Shepherd for their record of

exhibiting their 0 gauge layout at 25 of our 27 exhibitions (Col and Norm have decided to call it quits, and their layout is up for sale); to Kathy Knife and Sue Betts who have organised the catering in the take-away food bar for the past three years and who have advised that they will be unable to do so next year.

Congratulations to all award winners and thank you for a fine effort.

Thank you also to Glenn Watson who organised the Open Modelling Competition held in conjunction with the Exhibition.

Finally, thank you to all workers and exhibitors who made the Exhibition possible, for it takes a real team effort.

Bob Wardrop
Exhibition Chairman

Modelling Competition Report

The AMRA New South Wales Branch Open Modelling Competition was once again held at the Liverpool Exhibition. The 11 entrants competed in three effective competitions, the winners of which are as follows:

Scratchbuilt Structures: Kieran Ryan
HO scale model of Peak Hill loading bank as in the 1980s.

Kit bashed Structures: James McNerney

HO scale model of a standard NSWGR unattended A3 station building as in the 1950s

Proprietary Modified Rolling Stock: Alex Brown

HO scale model of an NSWGR ACM car as in the 1950s

The judges, Bill Cooper and Patrick Watson, admitted to being very impressed with the overall quality of the models entered, and spoke of the difficulty in determining the winner of each section. Although the number of entries was satisfactory (it filled the large glass cabinet), the number of competitors was only five. We need more than this next year to prevent 'no competition' situations. For the second time in a row, Peter Betts was left without a competitor in the Scratchbuilt Locomotives Section. Please help him out next year!

Congratulations and thanks to all the competitors. You will receive your certificates of entry in the post soon if not already. See you again next year.

Glenn Watson

The Rockdale Tales

Beneath the darkened sign of 'Bottom'
Gropes a single hand.

A single digit doth anoint

With light, a tiny land

Of far perspective. Incomplete,

This layout is done over

By visionaries, technocrats

And engineers. Moreover,

A festive time is had by all

Applying to this thing

Their youth, and current expertise...

What news doth this tale bring?

Well, Glenn and Glenn are covering

Western Australia

Extracts from 'The Branchline'

Hand drawn map required
(to avoid copyright problems)

THE DREAM HAS COME TRUE

When I first joined the Association and the Branch towards the end of 1973, there was considerable discussion going on over a proposal by some members that the embryo Branch should purchase, sight unseen, a couple of buildings out in the country, transport them to Perth and restump them on some land somewhere at a cost of several thousand dollars. The Branch had, literally, no funds at that time. Fortunately, wiser heads prevailed and owning our own Clubrooms went back to being a pipedream.

Over the succeeding years, the various Branch Management Committees have worked towards the long term objective of being in a strong enough financial position to build, or purchase, suitable premises for the Branch's permanent home.

Many people have had a hand in this - in fact, every person who has ever been a member has made a contribution. The scene was probably set with Tony Gray arranging our original lease of No 1 Beaufort Street; the Marj Durham's Saturday morning fund raising cake stalls; our first exhibition organised by Jack Eagles in the C S Harper Hall, followed by another 13 exhibitions organised and managed in turn by Tony Gray, Alan Porter and Jim Hidden, and the growth of the exhibition proceeds by the financial management of each of our Treasurers, culminating in Alan Porter's long reign and astute investment policies. All brought the Branch to the point where it was financially viable to consider owning our own premises.

Barry Keens, with his wealth of experience in local and State government procedures, laid the ground work with the City of Bayswater for the lease of part of Moojebing Reserve. Barry then volunteered to act as Project Manager to see the project through the design, approvals and construction stages. He was admirably supported in this by John Ellis who produced all the detailed construction drawings.

Once the building reached 'lock-up' stage, Barry gathered a merry band of members around him and they seem to have spent most of their spare time fitting out the interior and doing many of the jobs remaining to be done outside of the building. The efforts of all these members have saved the Branch a considerable amount of money which we would otherwise have had to pay to contractors - that is, if we had it, because the Treasurer tells me our coffers are almost empty!

As a result of all these labours, Barry was able to hand the keys of the building over to me on Saturday 30 September, the day on which we also relinquished our lease of the Meltham Station buildings. The dream really had come true.

That so many people had been able to give so generously of their spare time in the execution of this project is no small way due to the support that they have received from their families.

On behalf of every member of the

Western Australian Branch of the Association, thank you everyone for the tremendous support that you have given Barry Keens.

Ted Thoday
President

LAYOUT NOTES

HALTWHISTLE (00 scale)

This has been erected in the new Clubrooms in its 'extended' mode, which is that in which it has appeared in the past at exhibitions, and very nice it looks too! Mind you, it's not yet operational as the electrics have to be checked out and all the 'junk' which has been piled up under the layout in its new location has to have homes found for it! But, first things first!! It is hoped that it can be made fully operational during November, after ModelRail '89.

New Layout Ideas

I have received two responses to my request in the last issue of The Branchline for ideas on what other layouts should be considered to use up some of the space in the new Clubrooms layout room. There's still plenty of time for you to submit your thoughts, and here are a few thought starters to ponder upon....

As I see it, clubs may have the need for three different styles of layouts, depending on the interests of the members. These are as follows:

a 'Test' Tracks

Usually sought by members who do not have a layout at home, but are themselves 'closet modellers' with lots and lots of boxes of unused model railway gear which they would like to run. Also sought by those whose home layout is too small or restricted to fully extend their Union Pacific 'Big Boys' which they want to run double headed!

To provide a proper 'test', such tracks should be more than a simple oval, concentric with other test tracks of different gauges, but should include at least one crossing (frog) to check running through other than plain track and should have some gradients built in to give some sort of challenge to hauling capability.

b 'Operational' layouts

Usually sought by those who get a great kick out of running their trains to some sort of timetable, either to a 'fast clock' or to a sequence. Often their operating sessions are further enhanced by 'waybilling' of wagons and their loads. These people thrive on simulating as near as possible the problems that the real railways encounter in running the trains 'on time' and in moving the business that is on offer. The equipment for such operations has to be fairly robust and fitted preferably with automatic couplings; in other words, R-T-R gear.

c Exhibition layouts

These are needed to satisfy the urge to 'show off our work' to an admiring public and their design has to take portability considerations into account. It is possible to use an Exhibition layout for 'operation'

as in (b) above, but usually, a good exhibition layout will not have enough operating challenges, wagon originating points and destinations, etc, to make it really interesting for the operational 'business game'.

The decisions that have to be made with an exhibition layout are -

i. where will it be exhibited? Shopping centres and/or at model railway exhibitions, where perhaps the viewing audience may be more discriminating.

ii. what scale and gauge shall it be? Clearly 4 mm/ft modelling is still the most popular, but should a club layout be to one of the 'more correct' gauges (EM, S4)?

N scale is an up and coming scale, but is there enough interest among the members to justify a Club layout?

Although 0 scale has been around for a long time and there is a resurgence of interest in this scale, do we have enough interest among our members to justify a Club layout (which could, at some risk of vandalism, include an outside track perhaps?)

Narrow gauge railways are 'cute' and attract much interest when exhibited, but, again, do we have enough interested members to embark on something in this area? And what scale do we build to? 009 or 0-16.5?

Finally, should we not be doing more to encourage modelling the local scene? (After all, we are the Australian Model Railway Association....or are we the Australian Model Railway Association??) And if the answer is 'yes', what to do about it? We could think seriously of taking the example set by the Railwest group and do something in Sn3-1/2 scale.

Before we embark on any new layout construction, which will take funds that are presently in short supply, we have to be sure that there is enough member interest and support to justify it. Let's have your thoughts on what YOU want from the WA Branch in terms of model railway layouts.

Roger Solly

Layouts Manager

SALES CUPBOARD

Not much to report to members this time round as we're still trying to find the stock from the Meltham Sales Cupboard in the boxes brought over in the 'big move'. Hang around though, it won't be long before the Sales activity will be up and running again, perhaps with bright and breezy showcases to show what we have for sale and perhaps something a bit better than a scungy old cupboard from which to operate!

There is one bit of Sales News, however, that may bring cheer to some members - stocks of PVA 'White Glue' have been re-established, but the bad news is that there's been a price rise since the last lot. Two litre plastic packs will now cost you \$8.50.

Better news next time.

Bob Nelson
Sales Manager

NEW CLUBROOMS

As I start to write this final report on the construction of our new home, I look back over the past three years and realise what a large undertaking this has been. The Management Committee decided at a meeting in August 1986 to approach the City of Bayswater for the lease of suitable land on which to build. It was not until February 1987 that we were able to report that the City of Bayswater had offered us a lease of a piece of land on Moojebing Reserve to be shared with the WA Light Car Club which had also made application for suitable land on which to build clubrooms. About that time we made application with the support of the Recreation Officer of the City of Bayswater, for a capital grant from the Department for Sport and Recreation.

By August 1987, we were able to seek formally the approval of the members to taking up the offer of the City of Bayswater of the lease of the land, to taking up the offer of a grant of \$13 700 from the Department and to authorise the Management Committee to 'proceed with the necessary arrangements for the construction of new Clubrooms on the leased land'. The members readily agreed to these proposals and when the Management Committee met the following month, it appointed me as the Project Manager. I did not realise what I had let myself into.

My first report appeared in the October 1987 issue of The Branchline, and this is my 13th (and final) report on the project. These have spanned a period of 24 months, and, at times, it seemed that we would never be able to get the project started, such were the complications associated with the planning and other approvals for a 'public building'. The actual construction has taken some eight months from when the first contractors moved in, and, at times, it had looked as though the building would never be finished, such were the complications of dealing with a multitude of contractors and suppliers, and also satisfying all the approving authorities. It has only been in the past two months that 'the light at the end of the tunnel' could be seen, and I realised that we really would have a building to move into.

Mention has been made in previous reports of particular efforts made by individual AMRA members on a voluntary basis, but now is the time to say 'THANK YOU' to the other members who have come armed with tools and ideas on recent Saturday afternoons to do both construction and fitting out work. Their efforts can be valued in two ways. Firstly, as a cash saving in excess of \$4000 which would otherwise have been made to contractors, and secondly and mainly, in terms of the friendship and togetherness that has been generated by working together for a common cause. A dollar value cannot be placed on this, and rightly so, but the Branch will be strengthened by these efforts and can look forward to the future with confidence.

We have run well over budget on this project for various reasons, but most of these have been caused by the delays encountered in getting the approvals to start. The red tape and paperwork trail slowed us down and the building boom (of late 1988/early 1989) came at the wrong time, causing price escalations above our budget assumptions. We did miss some

'essential extras' in our costing, and also found that we had to have other extras to satisfy one authority or another! Members can be assured that before employing contractors or buying materials or equipment, quotes were obtained generally from three sources, and, in some cases, as many as six! The Treasurer, protecting members' assets, saw that this was so.

We still have to complete a car park in conjunction with the WA Light Car Club, but this may take some time, as their building is not yet completed (and for them, 'first things first'). The final approvals were obtained on Monday 26 September, and we first occupied the building on the following Saturday, 30 September, which was the day on which we also said a sad farewell to an empty Meltham Station, which had the Branch's home for the past 12 years.

We have moved three truck loads, three van loads and at least eight trailer loads of 'gear' from Meltham in the days leading up to occupation, and, by the time that you read this, I hope that it will all have found a place at Moojebing or been otherwise disposed of.

I could write many pages on this project, some would contain humorous passages, others would show the frustrations encountered and others would show highlights. However, this will not be the case as the new Clubrooms need fitting out, the Library needs to operate again and I would rather help with that than write a lot of words.

I see walls adorned with pictures and display cases, the Sales Cupboard coming out of its closet and having its wares on show for prospective buyers to ponder upon and a bright, but relaxing Library to sit in. I also see Haltwhistle set up in its exhibition format (if you haven't seen this, it is quite an experience) and other layouts and test tracks being constructed and used. We can all expect to see some changes over time while we settle into our new home and develop our activities and I hope to relax a little during this period.

I am proud to have completed this building and to be able to 'hand it over' to all members for the future. My thanks to all Management Committee members over the past three years for building this project, to other members for their suggestions and special thanks to all those who have been actively involved in working so hard over the past few weeks to finish off. My job has been made that much easier because of your efforts. Finally, thank you for entrusting me with this project, which I hope has been completed to your satisfaction.

Barry Keens

(ex) Project Manager

LIBRARY NOTES

Since writing the notes for the last issue of The Branchline, we haven't had a Library, but this will soon change. In fact, by the time that you read this we will be back in operation, if only on a limited basis. The new Library has MUCH more space than at Meltham, but until we get fully organised, we will not have any more shelf space, apart from a couple of corners that will become 'liberated' as a result of a different method of assembling the shelf units in their new location. More shelves will be obtained (in fact, the other day I saw the 'cabinet maker' of the present library shelves measuring up, in more ways

than one, for the manufacture of another set of shelves to fill up completely one side wall of the new Library room). Also, with some rearranging, access to books and magazines should be easier with the existing shelves.

There are some new books and magazines which will become available as soon as they have been catalogued. We hope to be able to check our stocks and update the system for magazines, but this may take some time. Please bear with us a little longer - the wait will have been worthwhile.

Barry Keens

Branch Librarian

CATERING FOR CONTRACTORS

What has this to do with model railways? If you've been working on Saturdays at Moojebing Street, you will know the answer!

On behalf of all the workers, a BIG THANK YOU to Marj Durham for providing afternoon tea, with a selection of pikelets, scones, cake, etc. Gus Durham has made sure that Marj has got to Moojebing Street, raining or not, and assisted with making pots of tea and coffee. We have been thoroughly spoiled and it will be hard having to go back to biscuits again (even cream biscuits!) and making our own drinks.

Barry Keens

(I think that the WA Branch was fortunate in that the commercial airline pilots' strike caused Gus and Marj to have to stay in Perth late in September and early in October, when, as has been their custom, they would normally have been winging their way eastward to attend and help in running the NSW Branch Model Railway Exhibition. When I was at the NSW Branch Exhibition on Saturday 30 September, the Exhibition Manager there was certainly missing their presence. It seems that the NSW 'loss' was the WA Branch's 'gain' this year! Alan Porter)

THE 1990 MODEL

RAILWAY EXHIBITION

One thing is sure, we will be holding the annual Model Railway Exhibition for 1990 over the Foundation Day long weekend, Saturday 2 June, Sunday 3 June and Monday 4 June.

Two things are less sure - where in the Claremont Showgrounds we shall be holding it and who will be managing it.

Firstly, on the matter of the venue. The Silver Jubilee Pavilion, which we used for the first time in 1989, was generally accepted as the ideal location in which to hold future model railway exhibitions, despite its higher price per square metre of floor space (which put more pressure on obtaining a successful financial outcome from the Exhibition). Its facilities, location and general ambience were entirely suitable and we have tried to obtain it again.

We have looked at the Macfarlane Pavilion as a 'fall-back' venue, and, although fairly 'grotty' as it stands, it would probably scrub up fairly well. However, our first preference is for the Silver Jubilee Pavilion, and we are continuing to press Frank Mussell to see if we can obtain it for the 1990 Model Railway Exhibition.

On the matter of who will manage it - Jim Hidden had previously indicated that

he was prepared to take it on again for 1990 if the members felt that he had done a good job in 1989. Jim has now found it difficult to spare the time from his business to take on the 1990 Exhibition and has resigned from the position of Exhibition Manager, as well as from the Branch Management Committee. The Management Committee has not as yet located a replacement for Jim, but in the meantime, Graham Watson with his small committee of Simon Mead and Garry Pilmoor agreed to arrange for a representative range of operating model railways to be 'lined up' for the 1990 Model Railway Exhibition. Graham and his committee performed this task in 1989 on behalf of the Management Committee and I think all would agree that the 1989 Model Railway Exhibition was one of the best balanced for many a year.

Graham already has some layouts 'in his sights', but if you feel that you would like to offer your layout or if you know of a good quality exhibition layout, then let Graham know. He is contactable on 274 5879, while Simon Mead can be contacted on 276 8745 and Garry Pilmoor can be contacted on 279 1689 if it is more convenient for you.

Meanwhile, if any member would like to try their hand at managing the exhibition or taking responsibility for a part of the action (such as arranging the raffle, doing the publicity and promotion, etc), then do contact me or any other member of the Management Committee - we'd love to be overwhelmed with enthusiasm from the members to ensure that the 1990 Model Railway Exhibition is a great 'technical' and financial success.

One member has provided some comments on the article on Judging Problems in Finding the Best Model of a Railway which appeared in the last issue of The Branchline. These will be published in due course, but, in the meantime, any comments from other members to ensure that we really do find the BEST model of a railway will be welcomed. The Management Committee has until about next April to consider what changes to make to the present system.

Ted Thoday
President

ONE MAN'S MODEL RAILWAY

by John White

Some railway minded people have stated that for a system to be deemed 'narrow gauge', it should be between the track gauges of 2' (610 mm) and 3' (915 mm). Below these gauges, the railways should be termed 'miniature', which is apt for the likes of the Romney, Hythe and Dymchurch Railway, or even our own Castledare (which is termed miniature in its title), for the locomotives are often scale versions of the full size.

Above 3' is termed 'sub standard' (non derogative, I assure you!). Encompassing the 3'6" systems of Australia, New Zealand, South Africa, etc, this terminology applies because these railways function similarly to their 4'8-1/2" counterparts, including long freight trains and express passenger services.

The narrow gauge grouping comprises the largest variety of track gauges, yet still leaves to personal taste what defines a narrow gauge railway.

With my UK upbringing, my conception of narrow gauge naturally envisages the small 0-4-0 locomotives scuttling about the works, for in their heyday, nearly every sort of industry seemed to have a narrow gauge railway - the most well known, of course, being the slate quarries of north Wales.

The narrow gauge even went to war, where during World War 1, many miles of hastily laid track were laid, lifted and rerouted, subject to the proximity of the front line of troops - something impossible to achieve with standard gauge due to its requirement of suitable ballasting. All the movements on these lines occurred at night because the smoke from the locomotive chimney during the day made it easy for the enemy artillery to ascertain the range.

Although most British narrow gauge industrial locomotives were of the 0-4-0 wheel arrangement, the principal British narrow gauge railways also had tank locomotives of 0-4-4, 0-6-4, 2-6-2, 2-6-4 and 4-6-0 wheel arrangements, the last two being either war surplus or built from a design originally destined for the colonies.

For me, the keyword is tank locomotives, for, to the best of my knowledge, only the world's original narrow gauge locomotives, the George England 0-4-0s (e.g. the Festiniog's 'Prince', albeit much rebuilt) trailed a tender behind them. The remainder of the British scene was solely the domain of the tank engine (this excludes the Festiniog adaption of the original Hunslet tank locos 'Linda' and 'Blanche').

The appeal of the narrow gauge, for me, is the fact that these railways were constructed on a shoestring, existed on virtually nothing and were built solely for work. Locomotives and rolling stock ran till they dropped, were then cannibalised to keep their remaining sisters going as long as possible and finally relied on the ingenuity of the company engineer, without the backup of a Swindon or a Crewe, to keep his charges working.

No flamboyant 'Flying Scotsman' (or 'Castles') to catch the public's attention, no fancy named trains with the utmost of luxury - often just the basics, bare boards as seats with open sided coaches with the colliery worker lighting newspapers within the coach for warmth, as practiced on the Festiniog.

In essence, the size of the narrow gauge railway is more sympathetic to man, no enormous iron horse dwarfing its crew, and is much more in empathy with the surrounding scenery than a standard gauge railway or any road/freeway, especially evidenced when the grass regrows between the sleepers.

Modelling-wise, the possibility of using a larger scale in a smaller area is well known and I believe gives more credibility than a fictitious GWR (or any other standard gauge railway) branch line, especially with a scale 4'1" track gauge, and utilising motive power far more powerful than would have graced the prototype.

At least many of the narrow gauge locomotive manufacturers such as Hunslet produced their standard models to run on various gauges and at least one ex WWI Baldwin was regauged to 2'4-1/2".

A string of 9 or 10 slate wagons plus loco equals a standard gauge Pacific and tender with a one coach train, but, more to the point, looks right.

Naturally my writing covers only my interest in the British scene, but my fellow

narrow gauge 'nut' Craig Hartmann will, no doubt, in his forthcoming talk on 6 November expound on the virtues of the American narrow gauge, even if some of his locos do have tenders, and, as such, dwarf my small stock, as easily evidenced by the size of the South African loco and tender against the newly acquired small European 0-4-0 at Whiteman Park.

Hope to see you there!

BOOK REVIEWS

DIDCOT JUNCTION AND RAILWAY CENTRE

by Laurence Waters

Ian Allan Ltd

288 mm x 210 mm

ISBN 0 7110 1831 6

56 pp

UK£5.50

An Ian Allan 'Railway World' Special in magazine format with plasticised covers. A brief, very readable illustrated history of Didcot from its earliest GWR days through to the present, the locomotive depots 1844-1965, the Great Western Society genesis and growth and an appendix covering the GWR Society stock list at Didcot Railway Centre. Also given are the locomotive allocations at Didcot for 1901, 1921, 1932, 1960 and 1965, plus the author's 'spottings' on 15 March 1959! Many of the photographs had not been seen previously by your reviewer. Well worth the money, especially if you're tempted by the modelling prospects of Didcot - it would make a good 'showcase' for a large collection of GWR or BR (WR) locomotives.

B.E.T.

PSL BOOK OF MODEL RAILWAY TRACK PLANS

by C J Freezer

Patrick Stephens Limited

245 mm x 187 mm

ISBN 0 85059 905 9

112 pp

UK£10.95

So, you are going to build a model railway! But, you say, not until you have enough room, not until you have done the research, not until....., etc, etc. Stop now and start!

Over 70 track plans are shown in this book, drawn by the author, well known as the Editor of Railway Modeller for many years and later as the Editor of Model Railways for five years - some are quite new, some are 'old' and some are variations on a theme. There are plans to fit into the garage, the garden shed, the spare (railway) room, the loft (not a commonly used location in Australia) and the 'second smallest room' (in the UK this is the wee room over the entrance hall), as well as portable layouts, copies of prototype plans, fiddle yards, city terminus stations, narrow gauge and layouts suited to N scale.

The author does not suggest that the large and elaborate layouts shown should be built first or even built by an individual, but he does suggest that you should build a layout. All the layouts shown follow prototype practice (in some cases at a respectable distance!), allowing for space limitations and the usual condensing of distance.

This book does not show you how to build a model railway, only what to build. The plans are drawn to a uniform scale to

enable comparisons to be made and a short introduction to each plan gives the size of the layout, gauge, radii used and other information.

With the diversity of designs, bracketed for different types and locations, it is recommended that the whole book be read before trying to decide what you are going to build. However, don't take too long about, or you will only have wasted time, reading a well presented book and Cyril Freezer will have wasted 12 months working for you.

B.G.K.

A TALK AT THE CLUB

by Andrew Morling

So you've been asked to give a talk at the Model Railway Club. Do you feel honoured, scared, or just unsure of how to go about it? As a professional trainer, as well as a keen railway modeller, I thought I'd see if training principles could be applied to the problem.

I've set out my ideas in the form of a checklist which should help anyone who's been asked to give such a talk.

PREPARATION

Subject - Brush up on your knowledge, don't assume that you can do it 'off the cuff'. If you plan to quote facts and figures, make certain that you've got them right.

Check on the details. Try to anticipate questions. If you're talking about tools, paints or products (especially if you don't get them from a hobby shop), be able to say where they can be bought and check the current prices. You can bet someone will ask you that.

Audience - Do you know who's going to be there? Any ideas about the particular interests of the club? Is your topic going to interest them all, or only just a few?

You also need to know how big the audience is going to be. If it's a large group, some people may not be able to see what you're doing.

Venue - How big are the clubrooms and what facilities do they have? Is there room for a slide projector to be set up the right distance from the screen, for example?

Time - Find out how long you've got and try to stick to it. Even if some people are really interested, you don't want to go on too much longer than planned - you might be boring someone else. You can always talk to interested individuals after the presentation and it's wise to leave time for this rather than promising that you'll be home straight after the talk.

The attention span of an audience that is just sitting and listening is no more than 20 minutes. Active involvement and the use of visual aids are a couple of ways to extend this period.

Notes - Always make some notes, even if it's only a simple checklist to make sure that you cover everything and keep it all in the right order.

PRESENTATION

- 1 Get your audience involved
 - . Encourage questions and contributions
 - . Ask questions, e.g.

Anyone tried this new glue?

How do you fix the crankpins on your Ultra Fine Scale wheels?

- 2 Stick to your own experience. Don't try to bluff. If you can't answer a question, admit it. May be someone else in the room

can help if you given them the chance.

3 Don't show off. The fact that you're standing out the front doesn't make you the smartest one there, just the more vulnerable.

Remember that communication is a two-way affair - the more involvement and feedback you get from your audience, the more they will enjoy your talk.

TRAINING AIDS

The best training aid is the real thing. If you're talking about models, have plenty of them with you. If they are in various stages of completion, so much the better. It also helps if people are able to handle them, but there will obviously need to be some exceptions.

Many of the products and tools that modellers use are very small and some of your audience won't be able to see them properly. A simple solution is to stick some chart paper on the wall and draw diagrams to illustrate your point. Complicated stuff can be drawn up in advance - it doesn't have to be a work of art, as long as it gets the point across.

An alternative is to use an overhead projector and draw on some clear film - that way you do not have to turn your back on the audience.

If you're talking about the prototype, slides can be very useful. They're best if they were taken specifically for that address, but if not, be selective and only use the ones that really fit in.

EVALUATION

All good trainers try to evaluate their presentations. I'm not suggesting that you hand out a questionnaire, but you should take note of the comments you get afterwards and use them to make sure you do a better job next time.

Of course, being invited back tells you that you must have done alright. I also consider the degree of audience involvement and whether I managed to finish on time.

SO, THAT'S ALL THERE IS TO IT - ENJOY YOURSELF!

HIS WISH IS MY COMMAND

by Ted Thoday

See the Have You Seen (in the model railway press) segment on page 142 of Journal 192.

The locomotive concerned is Class 47 No 97561 Midland Counties Railway 150, 1839-1989, allocated to the Research Division at Derby and repainted with paint supplied by Joseph Mason Paints.

The main body colour is an orangy maroon with an orange line around its edge. The ends are standard wrap around 'railway safety yellow' extended to the rear of each driver's door. The roof is a pale 'warship' grey down to cantrail level. Window frames are black, buffer beams signal red. All below the solebar is black, with details picked out in various colours - axlebox bearings yellow, one has a silver end; brake pipes and MU cable ends, junction boxes, etc, white, red, black, yellow and orange; wheel rims, lamp irons and handrails, white, with the pipes on one bogie also picked out in white.

(The above description arises from an editorial aside to Ted's summary of the July issue of Model Railways - 'The latest in

BR's liveries, this for a Class 47 - fortunately a 'one off' - Yuk! Ted gets his copy of this magazine by accelerated Surface Air Lifted mail and thus has a time advantage over your Editor, who gets his copy from Stanbridges Hobby Shop about six weeks after Ted has his. Believing that some other AMRA members may also be in the same position led to the editorial aside 'Go on, Ted; tell us what it's really like - we might want to model it!' - Alan Porter)

However, the two photographs are worthy of further study. Many modellers attempt to get that perfectly flat surface on their model before starting to apply paint. If this locomotive is representative of the prototype generally, their sides are anything, but flat! In particular, the lower of the two photographs shows what appears to be the site of a door in the centre of the body side - the aperture has been blanked off with a plate which has been welded in place and no attempt has been made to disguise the weld line prior to painting. There is an interesting circle to the left of this former door, which is probably a 'porthole' while this has been similarly blanked off.

If a model kit displayed by 'pitting' which appears to the left of the right hand cab door, the modeller would normally spend a lot of time and effort with filler, etc - or else, he would get a lot of criticism from certain 'nit picking' judges if he showed his model in a railway modelling competition! And who would be correct? The modeller, of course!!

"Branchline" Editor's Scrap Box

As I've been away overseas for seven of the ten weeks that have elapsed since the production of the last issue of The Branchline, I've collected very little in my Scrap Box for this occasion, merely the correction of some errors that crept into that issue.

There were the usual typing errors that escaped the triple proof reading - where do they hide when I read it through. It must be 'between the lines'!

However, I did get EGG ON MY FACE on pages 34 to 36 (pages 143/144 Journal 192) in proving that Flying Scotsman and Pendennis Castle were not together in 1925 at the British Empire Exhibition at Wembley. I'm glad I wasn't 'in town' when the bubble burst! Actually Bruce Norton rang me on the eve of my departure for overseas with 'the truth' on the matter so I was aware of the error of my ways.

It was entirely correct for the organisers of this memorable gathering in Perth in September to have claimed that the two locomotives had last been together at the said Exhibition in 1925. It appears that the British Empire Collection ran for the two summers 1924 and 1925 and that Caerphilly Castle (which the GWR had displayed in 1924, with the notice proclaiming it to be the most powerful express locomotive in Great Britain) was replaced by Pendennis Castle in 1925. No doubt, the GWR saw a lot of publicity potential in placing on show the actual locomotive that had come out so well in showing the LNER 'how to do it' on their own metals. They must have moved quite quickly in this, as the exchange trails in which Pendennis Castle participated were held between 27 April and 2 May 1925 and yet it was on display 'from May to October' in 1925 (The Westland September 1989, page 10).

Although Bruce Norton did quote a reference which he had and which made the swap of locomotives clear, the many references that I consulted in preparing my tale in the last issue of *The Branchline* made no reference to the fact that the Exhibition ran for two years or that the Castles were changed for the second year. I now have proof of this from *The Railway Magazine* of August 1925 which I have borrowed from the ARHS Library.

In the book *LNER Reflections* published by Silver Link Publishing in 1985, I have found two interesting photographs. One shows Flying Scotsman being removed from the Palace of Engineering at Wembley in November 1924, after, as the caption says, 'the Prince of Wales (later to become King Edward VIII) had performed the closing ceremony on 1 November 1924'. The other shows Flying Scotsman on display 'in immaculate, if rather clinical, splendour' at the British Empire Exhibition in 1925. (It is displayed with a six-wheel tender, apparently from a K3 Mogul, in order to enable a new sleeping coach to be placed on the limited track space behind the locomotive.) These confirm that this locomotive was at the Exhibition in 1924 and 1925, although it is not exactly clear why the Exhibition ran for the second year, after having been closed after the first year. Does anyone know the answer to that one?

A photograph in the sister book *GWR Reflections* from the same publisher shows Caerphilly Castle making 'a highly aggressive departure from Paddington in the Autumn of 1924 after its return to service after the British Empire Exhibition, where it was displayed by the GWR from April to October'. (Did the GWR really remove this loco from the exhibition before it was closed by royalty?)

Alan Porter

PROGRAM

December

4 Mon 00 Scale Modelling by John Martin and friends

In the past months, we've looked at many scales - tonight we'll look at the most popular British scale. Anyone who has seen John Martin's layout Benchley will know that we will be in good hands on the night and should learn something about the merits of this scale of modelling.

9 Sat Christmas Family Day

Bring your family along and enjoy an informal barbeque in the grounds of our new home. If you've not had the opportunity to visit the new Clubrooms at Moojebing Reserve, now is your opportunity to see what facilities we have and what we have room for. Perhaps, even drive a train on Haltwhistle and with luck, we'll have the U-Drive in operation for the littlies to practice on. It's a BYO food, drink, chairs, etc... we'll provide the fire and the water! Look forward to seeing you around 5pm.

13 Wed Special Project

Collation, stapling, folding and doing all sorts of other nasty things to the next issue of The Branchline. Get your copy 'hot off the press' by being a part of the Press Gang on the night!

18 Mon General Club Activities

There'll be much to do at the Clubrooms on these occasions, as we progressively sort out all the bits and pieces that have been brought across from Meltham, as well as painting, making some more magazine boxes for the Library, fitting out of the Clubrooms with pictures, showcases, cupboards, etc, and other tasks - there's something here for everyone's hidden talents, so come and show off yours.

23 Sat General Club Activities

27 Wed Video Night

We hope to have the Club's 'Nickelodeon' working again for this night when we should be able to see some of the video footage shot by members during the visit to Perth of the Flying Scotsman and Pendennis Castle and some of the AMRA (NSW) Model Railway Exhibition shot by Alan Porter earlier this month. However, with commercially produced video material, do be aware of the limitations on public showings imposed by the copyright holders and their agents if you're going to bring such material for showing.

January 1990

1 Mon Making your own Track-work by Ted Thoday

Our trains have to run on something. Ted, who is an acknowledged expert on track construction, will show you how the track work can be a real model as well.

6 Sat General Club Activities

10 Wed Bring and Show

Bring IT and show IT - whether you have made IT 'out of your head' or whether you've tried to make IT from a kit and mucked IT up, or whether IT fell off the back of a truck (and got damaged in the process), however, you got IT to ITS present state, bring IT along to the Clubrooms and talk about IT for a few minutes. At this time of the year, you may have been given IT by one of your family or may be you bought IT yourself as your own present to yourself.

15 Mon General Club Activities

20 Sat Beginner's Guide to Soldering

We always have some newcomers and we can all be reminded of the odd trick or two in this game of soldering - it's a good video as well.

24 Wed General Club Activities

29 Mon General Club Activities (Australia Day public holiday)

February

5 Mon Baseboards

20 Sat General Club Activities

All meetings (apart from Wednesday 29 November) will be held at the new Clubrooms at Moojebing Reserve, Moojebing Street, Bayswater (right opposite Paddington Street). Moojebing Street runs off Guildford Road towards the river and is about 50 metres east of the traffic lights opposite the Cresco fertiliser works.

The times of the meetings are as follows:

Mondays and Wednesdays 8 pm

Saturdays

2 pm

The Duty Committeeman will open the Clubrooms at least 15 minutes earlier than the above times. Visitors are always welcome, just introduce yourself to the Duty Committeeman and he will make you 'feel at home' by showing you the facilities at the new Clubrooms and by introducing you to some of the members.

Members' fees at meetings are as follows:

Senior members 60 cents

Student members 30 cents

This covers tea or coffee or cocoa and biscuit and also goes to cover some of our general expenses. Cool drinks are also available at a modest cost from the refrigerator. No fee is payable if you're a visitor, unless you come too often without joining AMRA.

HAVE YOU SEEN?

(in the model railway press)

Model Railways

August Converting a Corgi lorry into a personnel carrier (Westrail use a similar vehicle). Camera and Comment looks at the Cromford and High Peak Railway in the high Pennines, with the emphasis on the provision of water supplies. Salon looks at Rod Cooper's coaches made to order, the main feature is an IMS TPO van. Vic Green looks at drawings for accurate modelling (while this article is specifically about British drawings, many of the concepts are applicable whatever you model). Railways in the Scottish Highlands looks at Helmsdale, both prototype and model. Hornby's model of the Esso bogie tank wagon reviewed. Converting the Lima Class 33 to a Class 26. The Lima Super-Sprinter DMU reviewed. Layout Focus looks at the extensions to Llwyn Grug (Model Railway Constructor May 1986). Construction; tells how a manufacturer of kits in 4 mm and 7 mm scales was persuaded to produce them also in 2 mm scale and describes the construction of one kit. DJH Models' latest kit, an 0-4-0 diesel shunter, said to be the ideal starter's kit for a first venture into loco kit building. Another Lima model reviewed is their latest Class 31 A1A-A1A diesel electric. For those needing small ball bearings, why not use empty Biros for even smoother running???

September The Tribology Unit, a freelance departmental coach. Vic Green's latest offering, a GWR Class 4575 modelled in 7 mm scale. Railways in the Scottish Highlands looks at the Glenfinnan prototype and modelling suggestions. Layout Focus looks at Steam Days, a commercial exhibition layout with some 3000' of track, contains some useful hints and tips, etc, on keeping this type of layout working. A brief description of the BR Class 60 (includes colour photograph). Drawings and prototype information on the Metropolitan Railway's Dreadnought steam coaching stock. Camera and Comment looks at a Great Eastern branch after Beeching. Sidmouth, a first venture into 4 mm scale modelling. Construction articles on a 20' container trailer and tractor unit and BR 9F 2-10-0 to P4 standards. Prototype information and coloured photographs on the Polybulk covered hopper wagons. The Class 26 conversion (from a Lima Class 33) completed. A working 4 mm scale chimney sweep!

Railway Modeller

September Railway of the Month looks at Barnack GNR, the 4 mm scale layout of the market Deeping MRC, with two colour photographs. A home-made panic button circuit to stop those collisions! Producing the Mid Day Scot complete consist (locomotive and authentic rolling stock types) for a club layout, with particular emphasis on the painting and lining. Part 2 of the article on non-hoppered ballast wagons dealing with the construction of a Grampus and of a Lamprey, concluding part of the description of Exe Haven, which was Railway of the Month in the previous issue - this part contains a useful section on using inverted Airfix (now Dapol) turntable sides for a well type table and how to motorise it. The Silkstone Tramway, an industrial narrow gauge layout modelled in 16 mm scale in the garden and using fired clay technique for producing weather proof structures - this garden railway is based on a 'might have been' second life for the real Silkstone Tramway after its closure in the 1860s. A club effort with 'home made' Thomas the Tank Engine and friends. South Wareing, a very nice fine scale 0 layout in a space of 12' x 2' from the builder of the well known 4 mm efforts Much Cussing and Swearing and 'Cussing Creek and Harbour who is suffering loss of sight! Nantgwyn, a scenic exhibition 009 layout in a 8' x 2' space complete with hidden fiddle yard and based on the inevitable Welsh scene, but doing it much better than most. Wouldham Town, a large exhibition layout (24' x 6' + extra width for the fiddle yard) in 4 mm scale based on Somerset and Dorset Joint Railway practice, but in the 1950s - it looks nice and has lots of detail such as dummy point rodding, facing point locks, dummy chairs, rod compensators, etc - it's a club layout built by people with similar but simple 4 mm standards. Well worth reading about. Construction of an MR 0-4-4T from the Slater's 7 mm scale kit. Part 2 of an article on LNER gangwayed brake vans, this time giving prototype information and drawings of the 52'6" variety (the earlier part dealt with the 61'6" variety). Leicester Great Central as a modelling prospect for an N scale layout. Drawings, prototype information and photographs of the BR Standard Class 5 4-6-0, including the Caprotti valve version. News Special looks at one SR and five LNER engines constructed from Little Engines 4 mm scale kits, weathering powders from Carr's Modelling Products, two 7 mm narrow gauge locomotives from Roy C Link, etc.

Model Railway Journal

No 32 Lambourn, a first effort in 2 mm fine scale modelling. Model railway operation, Part 3, by Frank Dyer, dealing with passenger train formations. Concluding the construction of the Welsh Highland Railway's Russell from No 31. LSWR 10 ton Road Van, prototype information, drawings, photographs and construction of a model in 7 mm scale. Malcolm Mitchell's 4 mm scale kit for the GWR 44XX tank locomotive reviewed and constructed - this is described as a beginner's kit - the model is superb. Review of the Hobbymat MD65 lathe. MRJ Portfolio looks at two 4 mm scale models of North London Railway coaches constructed from test etches for Peter K's kits. D&S Models GNR 1st/3rd Lavatory Brake coach kit constructed and reviewed. Small Suppliers Forum looks at Keilcraft plastic kits for a London Trans-

port Routemaster bus and an Edinburgh standard tram, Branchlines' kit for a Tralee and Dingle 2-6-0T, slimline gearboxes, Carr's Modelling Products latest weathering brews, Bill Bedford's custom etching service, A Technical Guide and Tutorial for the Hornby Zero-1, S&D Models' 7 mm scale kit for Manning Wardle 'old' Class 1 0-6-0ST, Hampshire DMU kit from MJT.

No 33 Scaleforum 1989. Gauge 0 Guild Convention. Portfolio looks at a scratchbuilt station building and a 4 mm scale signal plus more views of Bishops Yaxford. A simple method of representing pantiles. Watlingford, an 0 scale convert describes his layout and looks briefly at the kits and bits available. Small Suppliers Forum looks at Gingingini transfers, a book on the village of Pentewan, Wills 4 mm scale station canopy kit, Branchlines' 4 mm scale chassis kit for the LBSCR Terrier, Caledonian Railway Association's 7 mm scale drawings, model boat bits and pieces, London Road Models' LNWR 4 mm scale kits, Impetus Models' 7 mm scale industrial loco kits, very tiny ball bearings, architectural components in both 4 mm and 7 mm scales from D&S Models. Model railway operation by Frank Dyer, Part 4, deals with freight train formations. No 1 Shop looks at an experimental Beattie well tank built by a New Zealand modeller to P4 standards. A workbench test track for testing compensated and sprung chassis. Degreasing dangers. An SR 0395 Class loco built using a Shedmaster kit as a starting point. A description of the varying sleeper practice used by a number of companies, including diagrams and tabulated information. More on the construction of Copenhagen Fields by the Model Railway Club in 2 mm scale - off stage track work using strip track. Construction of conifers using the K&L tree components as the base. Drawings for a small tug boat.

Scale Model Trains

July Consideration of the Sizewell Sidings branch off the East Suffolk main line as a modelling prospect - plenty of data and photos to help in this. Two ideas for introducing randomness into the number of wagons, their destination siding and their length of stay when operating a freight and shunting type of layout. The Hayling Island branch line as a modelling prospect, giving a track plan using Peco pointwork, list of Terriers used on the line, types of rolling stock used on the line and seven photographs of use for the modeller. Building a warehouse in 0 scale. A review of the use and benefits of Kadee couplings. Two designs for small (4' x 1' plus 2' x 9" L shaped) layouts for 4 mm scale modelling with a strong freight and shunting emphasis. Extra details for the Roco/Atlas models of the Alco S-2 R-T-R diesel switcher.

Australian Model Railway Magazine

October Notes on piggy backing practice in Australia for semi trailers on flat bed bogie wagons, including the use of colour prints of the real things as decals for the model trailers. Some basics on the use of the lathe. Updating the Berg Hobbies NSWRC C32. Using the Broad Gauge Models U van kit as a basis for custom building a number of Victorian Railways louvered vans. Adding bovines to your cattle wagons. A description of Kalango Junction, a portable HO scale layout based on the Cessnock area of NSW - very good Australian modelling. Conversion of a

Lima MFE into a MAL sleeping car of the NSWGR, including prototype information, drawings and conversion sketches. Liquefied petroleum gas (LPG) tankers - details of liveries and running gear, including four colour photos and 17 in black and white.

Model Railroader

July Visit to The Cheyenne Mountain Railroad, an S scale layout measuring some 26' x 12' which had been bought from a previous owner (size is no problem in the US) and which has some very good scenic modelling of New Mexico and Colorado. Information on the short length (40') Mini-Hy-Cube box cars of the Illinois Central and ideas on kitbashing an Athearn vehicle to suit. Modelling a D & RGW narrow gauge flat car using styrene sheet and Grandt Line narrow gauge bolsters. Blowing the (loco) whistle from anywhere on your layout by having a number of control stations located at strategic locations. Making the Bachmann N scale crossing signal operate, with or without the lifting boom. Modelling junk, either with bits and pieces from the scrap box or using commercial junk from Chooch Enterprises and Woodland Scenics - three good colour photos to give inspiration. Improving the Con-Cor (Rivarossi) N scale model of an EMD SW1500 switcher. Still more on Leadville and a layout based on that place - this is an addition called Mountain Park with the usual hard shell plaster mountain making method of building and including a sectioned deep mine shaft and horizontal galleries, a tippie based on one at Ibox, Colorado, a smelter and miscellaneous mine buildings and headframe. Hints on modelling the urban scene - low relief, backdrops, street surfaces, roof detail (very important, given the usually elevated viewing position of model railways), signs, weathering, lighting, mirrors (with lettering in reverse), etc. In Getting Started, some useful hints on making model roads look realistic. Painting an Athearn mechanical reefer (57') in the livery of the Southern Pacific Fruit Express. Modelling the lugs on the steel retainer bands on wooden water tanks.

August Eat your hearts out, space starved modellers, while you read about the owner of the Cat Mountain and Santa Fe RR who has just increased the size of his train room from 36' x 24' to 36' x 30' (!) - three articles relate what the extra 216 square feet were used for, building some concrete highway bridges, sun bleached asphalt road surfaces and a wire-less walk around throttle for use in this enormous rail empire. A visit to the medium sized (13' x 14') HO scale Allentown Western which has lots of operating potential. Drawings of the Pennsylvania RR 70 ton open quad hopper cars. Superdetailing an Athearn HO scale model of the SD40T-2. Prototype information and drawings of the EMD GP18. Constant brightness and reversing action headlights for an N scale switcher. Drawing, photographs and prototype information on a freight house of the New York, Ontario and Western Railway built at Port Jervis, NY about 1906. Highway billboards from the 1930s and 40s. The experiences gained with the use of two-way radios in controlling operating sessions on a large layout. Painting an Athearn SD40-2 in the red and grey livery of the Soo Line (the Minneapolis, St Paul and Sault Ste Marie Railroad).

Continental Modeller

September/October

An interest-

ing HO scale layout in a space of 17' x 10'. The Western Virginian Railroad, which achieves a high degree of realism. Another historic Dutch locomotive, the State Railways' 2-4-0T. Moulds for the production of cut stone using linoleum for the production of the masters and dental stone as the casting material. Photo essay on the 2-8-2T locos of the Paris Orleans Railway used in the Auvergne. Some ideas for a layout based on coal mining practice of South Africa. Drawings of toast rack cars, the terminus station building and the tram/motor saloon shed of the Puerto de Sollar Tramway of Mallorca. Another historic French locomotive, the SNCF Locotracteur Type 32 - details of prototype and of a scratchbuilt model in HO scale. The tale of the Marklin Crocodile, a legend in its time and available in N, HO and 1 scales. Drawings, black and white photos and prototype information on the NSW State Rail Authority Class 81 diesels and a review of the Powerline model. A circular 0 scale layout (9' x 9') based on the Paris Orleans Railway.

Modelrail

No 95 Modelling the Southern Region Departmental Shunter No 97800 Ivor using a Lima 09 shunter.

No 97 Inveruglas, a layout based on ScotRail's West Highland line on the bonny, bonny banks of Loch Lomond. Review of Lima's model of the Class 31 A1A-A1A diesel locomotive.

IN THE PROTOTYPE RAILWAY PRESS

Railway Magazine

July Colour photo of preserved London, Tilbury and Southend Railway 4-4-2T locomotive Thundersley newly painted in LTSR green and maroon livery. Centre page spread in colour of the Class 47 No 97561 which has been named Midland Counties Railway 150, 1839-1989 and painted in an orange-maroon colour as described by Ted on page 26 - it looks much better than it sounds from the description given.

August Another colour photo (somewhat small, though) of No 97561. Nice colour photo of the (now) five Class 59 diesel locomotives of Foster Yeoman all lined up and looking absolutely magnificent at Merehead. Black and white photo essay of 31A Cambridge in the 1950s, covering the ex GER classes, LNER classes and an ex LMS intruder too. A look at the ex NER Staimore route across the Pennines between Barnard Castle and Tebay, giving information and photos for use for modelling.

September Colour photos of the ex London Transport Underground stock now used on the Isle of Wight painted in the striking red, white, blue and grey livery of Network South East. Nice black and white photo of former NBR (later LNER Class Y9) 0-4-0ST. Great centre spread in colour of the new Class 60 in two tone grey livery of Railfreight Construction.

Railway World

July Cover photo in colour of Terrier No 10 Sutton in Southern Railway olive green. Photo essay of the GWR Achilles Class 4-2-2 locomotives, mostly in black and white, but including

one in colour of The Queen replica at Windsor - although, technically, it is a full size model. Colour photo of a small dockside crane and an old coaster at Chatham which would be a great scene to model.

August Nice colour photo of a Class 25 and two Western Class 52s at Bridgnorth showing very clearly all the pipes and other paraphernalia on the front buffer beams of BR diesel locos. Colour photo of two Class 47s in the Provincial livery of the north east - blue, light blue and white. Article covering Tilehurst, a country station of the GWR just a bit west of Reading - has useful photos of the station buildings. Yet another colour photo of THAT Class 47 No 97561 in orange-maroon livery (the side depicted doesn't seem to have all the blemishes that Ted has pointed out!). Horse drawn delivery wagons and motor vehicles of the LMS. Progress on the Bloomer project to build a replica of an LNWR 2-2-2 - the tender has been completed and is painted in the green (yes, GREEN0 of the southern section of the LNWR, giving useful detail of livery and lining in a nice colour photo.

Steam Railway

June Lots of black and white and colour photos in this one, but none of particular interest as a modelling aid or inspiration apart from one on page 30 of a small crossing, signal box, curved roof corrugated iron shed and adjoining private residences right next to the line - a lovely scene to model. One other shows a gas holder with the roof well down and thus revealing very clearly the lattice masts of the structure.

July Ten years of publication celebrated. Close up photo in black and white of the distinctive MR architecture of Appleby station. Great colour photo of Clun Castle crossing a plate girder bridge over a canal with narrow boat - great modelling inspiration.

Rail

No 95 (4-17 May) Two colour photos of early BR diesels one a Type 3 (later Class 33) No D6507 and a Brush Type 2 (later Class 31) No 5809 in early green livery with small, or no, yellow front warning panel and looking fairly grimy. Black and white photos of modern BT freight vehicles. A look at the china clay traffic of Cornwall. Colour confusion in the varying liveries of the Midline in the West Midlands. A 16-page supplement containing 16 black and white and 12 colour photos of trains of BR's Parcels Sector, ranging from single diesel rail cars to loco hauled trains of varying composition, including bright Post Office vehicles.

No 96 (18-31 May) A look at the Brush Type 2s, later to become Class 31s from introduction to the present.

No 97 (1-14 June) Cover photo in colour of THAT locomotive again, No 97561, showing its apparently better side; nice colour though! (an inside colour photo shows the worse side very clearly and Ted's point about modeller's zeal to get a perfectly flat finish is confirmed). A look at the modern day haulage of steel on Teeside.

No 98 (15-28 June) Small detail which has previously gone unnoticed - the entire arm of modern BR upper quadrant

home and starter signals is red, not just the bit up to the coloured lenses (previously, I am sure the section of the arm with the lenses in it was painted black - anyone know whether this is so?). Nice black and white photo of ex SR Class C14 0-4-0T locomotive.

Locomotives Illustrated

No 66 Short essay and pictorial coverage of the various 0-6-2Ts inherited (and rebuilt) or built by the GWR. This was a type of locomotive unique to the valleys in South Wales and until Grouping the GWR did not have them in its scheme of things. With 430 locos inherited from nine railway companies and encompassing 36 classes (!), it's not likely that you'll find a lot on any of the more esoteric of the pre-Grouping classes in this book, but the 200 GWR 56XX Class 0-6-2Ts are well covered. As usual, the tabulated data gives comprehensive information on building dates, builders, builder's numbers, date of GWR reboiling (where applicable) and dates of withdrawal. Also, loco allocations at January 1938 and April 1957 are given.

British Railway Journal

No 27 The LMS diesel twins, Nos 10000 and 10001 - a potted history with many excellent photographs. Photographs of Furness Railway locomotives, trains, etc. A potted illustrated history of the Falmouth branch of the GWR. A short article on the LNER in East London. The Letters Column gives more information on the Metropolitan Railway's coaches described in previous issues.

Steam Days

July-September Colour photos, with much detail, of a LNER J72 Class 0-6-0T on shed and an SR USA Class 0-6-0T at Ocean Terminal, Southampton. also, on the cover, a colour shot of an Ivatt 2MR 2-6-0 on shed and inside, one of a Stanier 2-6-4T on shed. Congresbury, the first station on the GWR line from Yatton to Cheddar/Wells/Witham and to Wrington, covered in a photo essay, as well as Wrington itself - Congresbury would make a nice, if somewhat quiet, place to model.

Vintage Roadscene

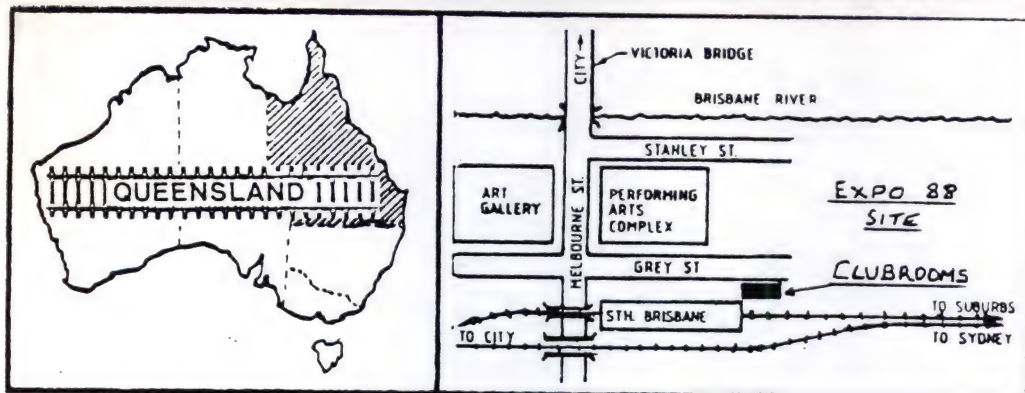
June-August A number of photos, one in colour, of Showman's Engines - useful if you're building the Keilkraft model. News of the intention of Corgi to introduce a 1:76 scale model of a trolleybus, this year.

Extracts supplied by Ted Thoday and Alan Porter

Membership Matters

We welcome the following new members of A.M.R.A. to the Western Australian Branch and we hope that their involvement with the Branch will be fulfilling for them.

Ken Pope	Morley	N
Robert Phelps	Scarborough	N
Dan Dunn	Albany	HO
Chris Mather	Warwick	HO
Ray and Betty Warman	Inglewood	HO/OO



THE GREEN BOARD

President's Piece

As you are all aware, our Annual General Meeting was held on Thursday, 26th October 1989, and the results of the election for the Committee of Management were as follows; President - Bob Mawson, Vice President - Jim Bilby, Secretary - Tony Weber, Treasurer - Neil Johnman, Committeemen - Ted Ward, Arthur Hayes, and a third member who resigned soon after the election for personal reasons. To fill the sudden and unexpected vacancy on the new Committee, another election (by-election?) will be held at the next-to-be-held general meeting. Steve Malone and Tony Weber will be our Librarians and Ted Ward will continue as Journal Reporter. At this point, I would like to welcome Arthur Hayes back on to the Committee, and also sincerely thank Jim Christie for his work over the last five years as Secretary. We are very fortunate that Jim Christie will be staying on as Exhibition Secretary as his expertise and experience as a coordinator has been and is one of the Committee's more worthy assets.

In the coming twelve months, there are several things which I would like to see happen within the Queensland Branch. Another auction or "Buy and Sell Day" will be held, but this one is for members only. Perhaps it will be held each July, for the following very good reason. Most of us know what we plan to sell at the September auction long before the day arrives, and as well, most of us are outbid for items which we see at the auction. Now, if we hold an auction or "Buy and Sell" in July, we could bring our unwanted bits and pieces which we normally sell in September, put a reasonable price on the items and hopefully sell them to other Branch members. If the items were not sold at the July sale, then the items could go to the September auction about eight weeks later. I'm speaking for myself now, but I would rather sell something that I no longer need to somebody from AMRA for a reasonable price than sell it to someone outside the Association for a slightly inflated price, as the auction price sometimes does become unrealistic when the bidders get carried away when they see an item they want. Additionally, if fewer items are put up for auction by AMRA members, it will provide more time to dispose of even more items offered by non AMRA vendors. If anyone wants a chance to bid at the earlier auction in July, they will simply just have to become members. I would really be interested to hear your views on this, as all the conditions pertaining to the proposed auction are still only tentative. I don't think it will hurt to hold the first AMRA Member's Auction next July just to see how it will go.

Next, I would like to talk about the need for clubrooms of our own. The clubrooms at South Brisbane are really great but they are not our own free hold property. The lease can be terminated with only four weeks notice and there are other valid and unwelcome restraints on our tenure, so it's time we started looking in earnest for somewhere of our own. In the coming months, I hope a committee can be formed for the express purpose of looking into all the aspects of acquiring our own clubrooms and advising the Committee of Management accordingly. It is not a project which will be resolved overnight, it's going to take time and there is no time like the present to get started. The location of the property is likely to be the source of some contention, so it behoves each member to look in the area of his own preference to see if suitable premises can be located. It will be frustrating for a member to find the Branch has relocated somewhere across town when there was, all the time, a more suitable building in a more suitable area. Now is the time to start looking. I assure you that there is no intention of leaving South Brisbane unless there is very good reason, but with the way property values are rising, we must start making moves towards acquisition of a building of our own.

As you read this, planning for the 1990 AMRA Show will be well underway. One part of the show at which we must take a serious look is the number of commercial exhibitors that we allow into the show. In 1989, we had ten commercial exhibitors, two museum groups and several clubs who were all selling various items. The 1990 Show looks like having thirteen exhibitors PLUS the museums and clubs all selling. I think that it is time we put a ceiling on the number of different organisations and groups selling at our shows, as they are in direct competition with the commercial exhibitors who, after all, pay a commercial rate to rent stall space rather than just pay the lower non-commercial rate enjoyed by clubs and associations. At times, the non-commercial stands are selling some of the very same items on sale at the commercial stands, so this must be resolved.

Finally, to Jim Bilby must go my congratulations for

holding an excellent and very interesting colour slide competition after the last Annual General Meeting. This slide show is always popular and enjoyable. Question sheets were handed out and the show started off very seriously, but, as it progressed, it became quite light hearted with jest and counter jest. As usual, this part was led by our member from Landsborough. In all the years that Jim has done the slide competitions, I don't think we've ever had a declared winner, but everybody has enjoyed himself. Well done, Jim.

In closing, I'd like to wish all members and their families a very happy and safe Christmas.

Bob Mawson

1989 A.G.M. Modelling Competition

As described by Keith Trueman in the last issue of Journal, the Queensland Branch adopted a new procedure for conducting the Annual State Branch Modelling Competition. Keith and his wife Joan gave the subject of competitions much thought, and came up with a very workable and effective style of competition described in detail by Keith in his recent article. The revised format was generally judged to be very successful with about half of those attending the meeting actually submitting a model/s. It can be anticipated that future competitions will be equally enthusiastically contested, possibly even more so. The following list of winners is in alphabetical order and it is pleasing to note that every age group is included as well as people who have never entered a contest before.

Jim Bilby, Andrew Grant, Arthur Hayes, Graham Robinson, Paul Scrivens, Aaron Simpson, Keith Trueman, Tony Weber and Glen Wright. Congratulations

MODEL CATEGORY:

NUMBER:

	Exc	V.G.	Good	Sat.	Poor
ACCURACY. How close is the model to the prototype?					
DETAIL. Has the relevant detail been applied?					
CONSTRUCTION. Check neatness & difficulty of assembly.					
PAINT & DECALS. Check colour neatness & application.					
OVERALL FINISH. Neatness, squareness, glue application					
POINTS:	5	4	3	2	1

OVERALL MARK: /25

to all the entrants and winners.

The winners were decided by popular vote, and every attendee was given a page with nine of the evaluation sheets shown printed on it. There was an air of enthusiasm as everyone virtually scrambled to evaluate the various models and record their opinions. The sheets were collected and the various scores determined. The winners were soon decided and the plans for the next competition begun.

Various ways of further improving the organisation of the first of the new series of competitions are under consideration, and hopefully, these will be published in time for out-of-town Queenslanders and our interstate brothers to get their models to Brisbane in time for judging.

E.H.W.T

It Occurs To Me.

By R.T. Blodkin

'There's a green-eyed yellow idol to the north of Katmandu,

There's a little marble cross below the town.....'

Or

'There's a little log cabin
Out on the Great Divide....'

Or

'It's a funny world we live in,
The world's not entirely to blame....'

These are just the beginnings of just a few of the traditional monologues uttered

by the straight men in comedy acts in the old days of the variety and music halls. In spite of their old age, they can still raise a laugh with audiences in the few places where these arts are still practiced today, in theatre restaurants and similar places that have not given way to the (sadly) encroaching stand-up comic's routine of blue one-liners. The tradition is still alive and kicking in some small way. It should never be allowed to die out, for in the English speaking world, tradition still means a lot.

So it is with model railways. We are in danger of loosing some of the traditions. The advent of the new plastic materials, wonderful electronics, super production techniques and a whole 'smorgasbord' of kits-plastic, die-cast and etched, with numberless bits and pieces could stifle the traditional methods that so many of us have learnt at our father's knee (and other low joints!).

As with an apprentice learning a trade, he (or she, in these enlightened days) goes back and starts learning with some of the old tools to work in the old methods, even though they may never or rarely use them again as qualified tradespersons. Having knowledge of the tried and traditional aspects instils into a learner the 'whys' and 'wherefores' - the basic reasons for things being how and what they are.

In this new day and age of model railways, where so much that is fresh and desirable and R.T.R is cheek to cheek with 'shake the box' kits just over the shop counter, it is still a basic requirement for the up and coming entrants to our wonderful hobby to understand some of what it used to be like so that they may

better understand how things work for them in the brave new world.

There is a very wide choice of finished rolling-stock available and hundreds of kits, with couplers, bogies, paint and whatever, to keep most people happy. BUT---!, from time to time a certain piece of stock takes a young person's fancy. They want it and find that they cannot but it or a kit to make it up. There is only one way left to get it - scratch-build it. Without some of the traditional skills, this is a daunting task, so there is a chance that the project will go into the 'too hard' basket and never come to fruit. The youngster looses out on something. Because he or she can't have what is wanted, a certain disillusionment creeps in, which could in turn well lead to them seeking some other outlet of activity.

To preserve the good methods of the (not too far distant) past should be in the minds of the senior members of our fraternity. (Sorority? Ted Ward). Most of them still have the basic skills because they learnt those traditions when they started. However, they must be prepared to give time and energy to instil some of that very worthwhile knowledge into the naturally enquiring minds of the younger enthusiasts of our art.

Demonstrations at model railway exhibitions, clinics, Q and A sessions from time to time and a great willingness to communicate can all help to preserve the old, tried and true, without which, in the writer's humble opinion, the hobby could stagnate in a morass of modernity. To put it another way, to see the way forward, one must be able to see the way already travelled behind.

AUSTRALIAN MODEL RAILWAY ASSOCIATION

FEDERAL COMMITTEE

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30 JUNE 1989

RECEIPTS

Funds on hand at 1 July 1988		
Treasurer's account	2,572.37	
Advertising account	433.62	
Publishing account	288.41	
Investment account	4,357.62	
Petty Cash on hand	53.82	7,705.84
New Membership subscriptions	965.00	
Membership renewals	6,605.00	
Joining Fees	856.00	
Journal Advertising	624.60	
Trophies and Engraving	88.50	
Donations	154.65	
Bank Interest	436.54	

\$ 17,436.13

PAYMENTS

Printing of Journal	3,676.96
Postage of Journal	1,539.11
Journal expenses	634.92
Stationery	368.51
General postage	635.92
Trophies and Engraving	82.25
Bank charges and duties	47.72
General expenses	41.64
Insurance	219.69
Photocopies	128.45
Badges	651.96

Funds on hand at 30 June 1989

Treasurer's account	3,872.27
Advertising account	551.54
Publishing account	303.36
Investment account	4,622.93
Petty Cash on hand	58.90
	9,409.00

\$ 17,436.13

Ken Edwards

Ken Edwards Federal Treasurer

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that, in my opinion, the above Statement is a true and fair record of receipts and payments of the Committee as recorded in those books and records during the year ended 30th June 1989.

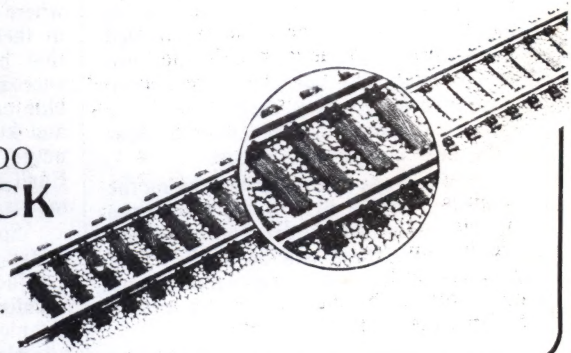
Robert W. Gorrell

Robert W. Gorrell chartered accountant honorary auditor

FLEISCHMANN

Join the Australian Wide swing to FLEISCHMANN HO/OO and N gauge READY-BALLASTED **PROFI-TRACK** SYSTEM with full profile Nickel Silver Track.

Available as Set-Track or flexible, with "Thinking Points".



VOLLMER

ARCHITECTURAL MODELS
for HO, N & Z

"NEW ITEM '89"

Station "Waldbronn"

HO No. 3505 - N No. 7523

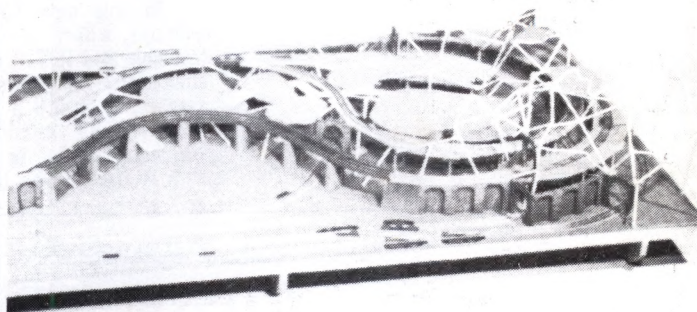
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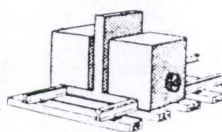
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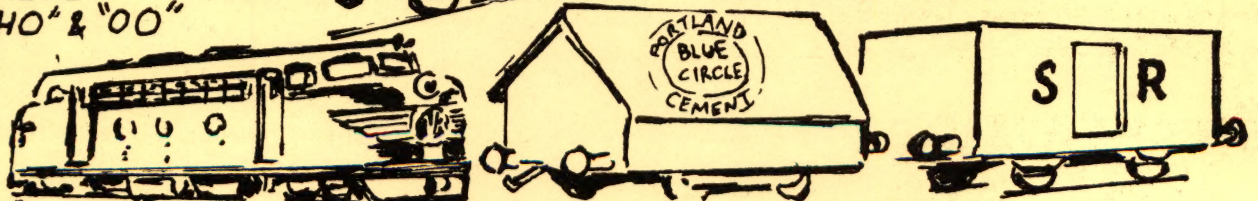
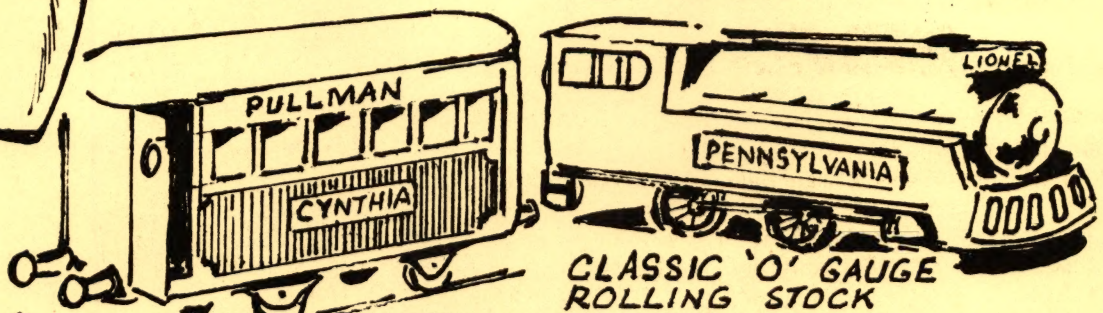


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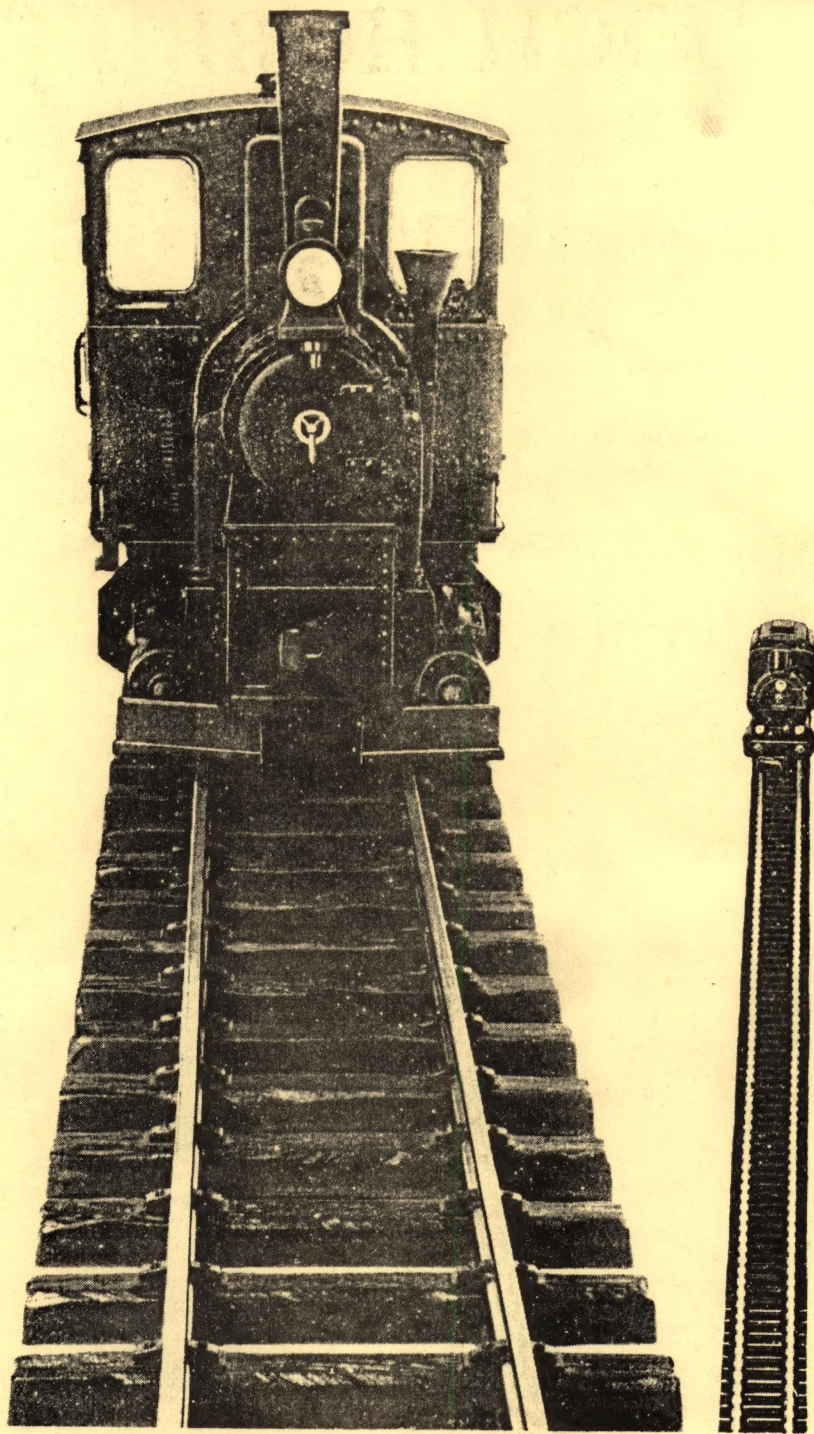
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